

# Scenic Highway 174 Corridor Management Plan



Prepared by  
The Jim Self Center on the Future  
Strom Thurmond Institute  
Clemson University  
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# Chapter 1

## Introduction

The Edisto Island Highway 174 State Scenic Highway, known as Scenic Highway 174 to local residents, is located along South Carolina Highway 174 in Charleston and Colleton Counties in South Carolina. Upon entering Edisto Island, the byway's rural surroundings and scenic qualities create a sense of "Edislow" – a rural feel and sense of community, naturally beautiful and unhurried, reminiscent of an earlier era. The vistas of coastal marshland, the grand canopies of ancient, live oak trees and the historic churches and structures bordering the scenic highway leave an impression that is far removed from the activity of nearby urban areas. The rural sea island character creates a distinctive corridor set apart from other, more developed, islands in the South Carolina lowcountry.



**Figure 1.1** Scenic Highway 174

Scenic Highway 174 is a two-lane, open access, state maintained highway. The highway is the sole vehicular access onto Edisto Island and is the essential link between the island and the mainland. S.C. 174 crosses the Atlantic Intracoastal Waterway on the McKinley Washington Jr. Bridge.

The scenic corridor is defined by a number of unique intrinsic qualities. From natural and scenic to cultural and historical, Edisto's Scenic Highway 174

is one of few areas in the South Carolina lowcountry that has retained its character for hundreds of years.

### ***Corridor Definition***

Scenic Highway 174 includes the southernmost 17 miles of S.C. 174, beginning at the McKinley Washington Jr. Bridge that spans the Intracoastal Waterway and ending in the town of

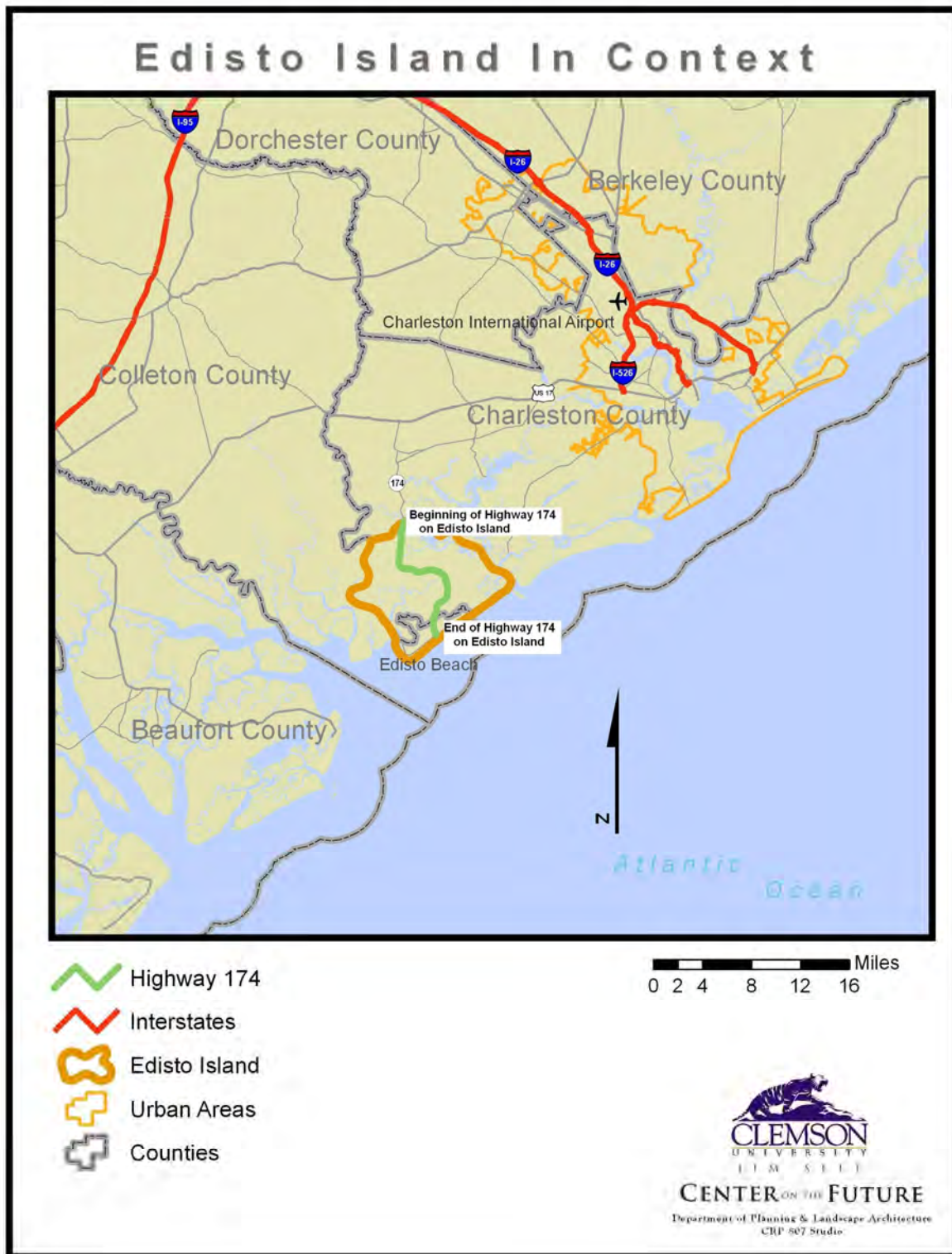


Edisto Beach where Highway 174 merges into Palmetto Boulevard. The Federal Highway Administration defines a scenic corridor as the highway, right-of-way and the adjacent area that is visible from and extending along the highway. For the purposes of this study, the corridor was defined as any area within one half mile of S.C. 174 and areas of intrinsic value on Edisto Island of any distance from Highway 174. The map on the following page shows the highway in the context of the wider region.

Scenic Highway 174 begins 28 miles west of Charleston, South Carolina, the nearest urbanized area. Edisto Island is a 45 minute drive from the Charleston International Airport.

**Table 1.1** Distances from Highway 174 to Major Urban Areas

<b>City</b>	<b>Distance (Miles)</b>
Charleston	28
Savannah	118
Columbia	138
Greenville	237
Atlanta	345
Washington, D.C.	560
New York	780



**Figure 1.2** Scenic Highway 174, Edisto Island, and surrounding area

## **Chapter 2**

# **Scenic Byways Designation**

The primary aim of scenic byway designation is to preserve special routes that are representative of the cultural and natural riches of an area. Across the country, byways are diverse in terms of their intrinsic qualities, size, age and character. Any roadway is eligible to be nominated as a byway if the local community regards it as a special resource that needs to be protected and promoted. At the local and state levels, designations are approved by the state's Department of Transportation. S.C. 174 was designated a State Scenic Byway in 1988. Federal designation is approved by the state's Department of Transportation and the Federal Highway Administration. It requires a Corridor Management Plan that outlines plans for conservation and management, design guidelines that encourage compatible land use and outdoor advertising and signage regulations.

### ***Types of Designation***

There are three levels of byway designation; the main difference being the degree of intrinsic qualities which a road possesses and the ease with which designation can be obtained.

- Local – A road has some of the intrinsic qualities outlined by the Scenic Highways Committee but not enough to be designated as a State Scenic Byway.
- State – A road may be designated as a State Scenic Byway if it exhibits characteristics that have historic or cultural significance to the local community as well as the state.
- Federal – Requires designation at the state level in addition to the completion of a Corridor Management Plan. There are two categories of designation in the national program:

- (a) National Scenic Byways designation, requiring that the corridor possess outstanding qualities that exemplify one of six intrinsic qualities specified by the Federal Highway Administration; and,
- (b) All-American Roads, which are considered destinations unto themselves and must possess characteristics of at least two intrinsic qualities. Examples include the Blue Ridge Parkway and the Las Vegas strip.

### ***South Carolina State Scenic Byways Program***

Created in 1976, the South Carolina State Scenic Byways Program was developed “to provide for the conservation and enhancement of a roadway’s intrinsic qualities, as well as the promotion of tourism and economic development” (Ashley River Road Corridor Management Plan). Twenty routes have been designated as state scenic byways in South Carolina, through a coalition between the South Carolina Department of Transportation and the South Carolina Scenic Highways Committee, resulting in 415 miles of State Scenic Byways throughout the state. Three of these routes, Ashley River Road Scenic Highway, Cherokee Foothills Scenic Highway and Savannah River Scenic Highway, have the added distinction of National Scenic Byways designation (refer to Table 2.1 and Figure 2.1 below). In the future, Scenic Highway 174 will complement the national collection of other, equally impressive, roads.

**Table 2.1** South Carolina National Scenic Byways

<b>South Carolina National Scenic Byways</b>			
<b>Byway Name</b>	<b>State</b>	<b>Length in Miles</b>	<b>Year Designated</b>
Cherokee Foothills Scenic Highway	SC	117.60	1998
Savannah River Scenic Highway	SC	100.02	1998
Ashley River Road Scenic Highway	SC	10.00	2000

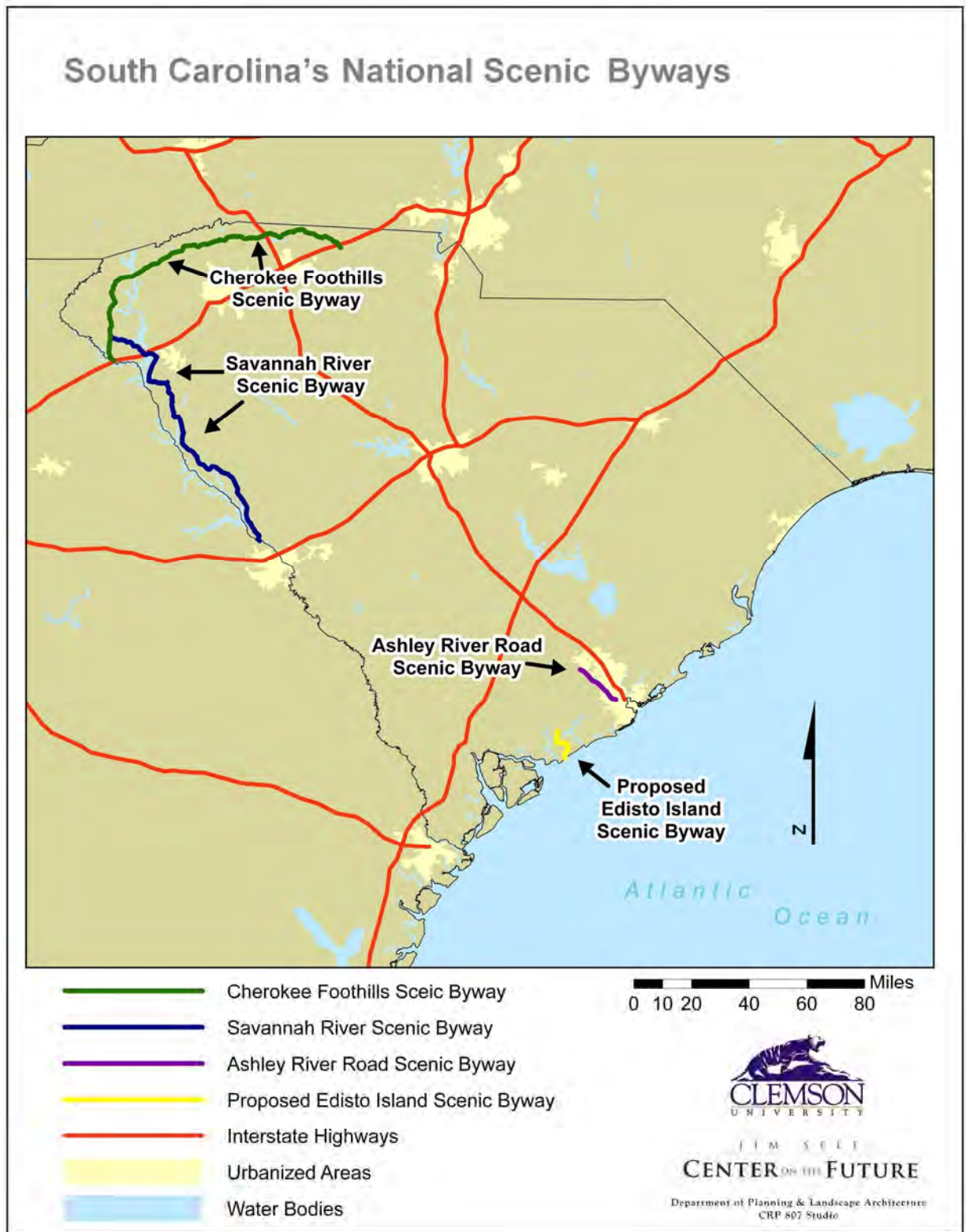


Figure 2.1 South Carolina's National Scenic Byways

The state Scenic Byway Program provides criteria for designation (refer to Table 2.2 below) and requires the review of designated routes. The program does not include specifications for road design and maintenance practices, which must be addressed in the Corridor Management Plan.

**Table 2.2** South Carolina Scenic Byway Assessment Criteria

<b>Positive Features</b>	<b>Negative Features</b>	<b>Other Amenities and Support</b>
Scenic Historic Cultural Recreational Natural	Junkyards/ Litter Unattractive Housing Excessive Advertising Heavy traffic uses Mining/ Lumbering scars Heavy Industry Parallel Utilities along roadway Landfills/ other pollutants visible from route	Hospitality features Length of route General support for proposed route Financial commitment Role in regional/ statewide strategy Corridor Management Plan Protective easements or zoning overlays

Source: South Carolina Department of Transportation (see Appendix I for further details)

Biannual status reports of each scenic byway (prepared by the South Carolina Department of Transportation) are submitted for review by the South Carolina Scenic Highways Committee, which has the responsibility of either extending or revoking designation based on compliance with state guidelines.

## ***National Scenic Byways Program***



**Figure 2.2** South Carolina Highway 174

The National Scenic Byways Program was originally established under the Intermodal Surface Transportation Efficiency Act of 1991. Though the National Scenic Byways Program is supervised by the Federal Highway Administration, the actual recognition of a road as a

National Scenic Byway is decided by the U.S. Secretary of Transportation. Roads are

recognized as National Scenic Byways based on their archaeological, cultural, historic, natural, recreational and scenic qualities. In order to receive designation, a road must possess at least one of the six intrinsic qualities. National Scenic Byways are special roads that represent the characteristics of the regions through which they pass.

The vision of the National Scenic Byways Program, as espoused by the Federal Highway Administration, is “to create a distinctive collection of American roads, their stories and treasured places.” Furthermore, the mission of the Federal Highway Administration in this endeavor is “to provide resources to the byway community in creating a unique travel experience and enhanced local quality of life through efforts to preserve, protect, interpret and promote the intrinsic qualities of designated byways.” Nationally there are 126 roads that have byway status, either as a National Scenic Byway or as an All-American Road in thirty-nine states.

While nationally organized, this program is a grassroots level civic engagement project. The Edisto Island community seeks recognition for Scenic Highway 174 as a National Scenic Byway so that all may share in the offerings of the corridor. Having recognition as a State Scenic Byway is an honor and a privilege, but this rich slice of

natural resources, history and scenic beauty along Scenic Highway 174 is worthy of National Scenic Byway status.

State participation in the National Scenic Byways Program is optional because byways are typically supported by a local network of residents, non-profit organizations and business owners who volunteer their time and effort to sustain the byway.

Nominations can be made by any person or organization but must be submitted through the state's official scenic byway agency. The nomination must be accompanied by a Corridor Management Plan that includes the community's vision and goals, and an outline of the strategies for short and long term preservation and enhancement of the unique qualities of the byway. Designation provides access to resources offered by the National Scenic Byways Program, such as eligibility for priority funding from the Discretionary Grant Fund, access to technical assistance from America's Byways Resource Center, and marketing through the marketing and promotion office.

### **Overview of Federal Requirements**

An intrinsic quality is a unique, irreplaceable or distinct characteristic of the area. There are six categories of intrinsic qualities which are briefly described below. In order for a road to be designated as a National Scenic Byway it must meet the formal criteria for at least one of the six intrinsic qualities described in Table 2.3 below:



**Table 2.3** Federal definitions of intrinsic qualities

<b>Intrinsic Quality</b>	<b>Description</b>
Scenic	The heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape--landform, water, vegetation, and manmade development--contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.
Cultural	Evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.
Historic	Encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

<b>Intrinsic Quality</b>	<b>Description</b>
Recreational	Involves outdoor recreational activities directly association with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.
Natural	Applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

### ***Benefits of Recognition***

National Scenic Byways are exceptional roads through areas that exemplify regional characteristics. They possess distinctive cultural, historic, and natural qualities unique among neighboring states. The benefits accrued to the immediate community as a result of having scenic byway recognition are broadly categorized as the four Ps: *promotion, preservation, partnerships and pride.*



**Figure 2.3** Welcome to Edisto Island sign

### **Promotion**

In addition to local promotion and marketing efforts, the National Scenic Byways Program also includes all designated roadways on the America's Byways map and on the traveler website ([www.byways.org](http://www.byways.org)). Further publicity is encouraged through cooperative projects (both public and private) as well as

nationwide promotion of the America's Byways® brand and logo, which improves visitor recognition of the program and encourages a greater number of travelers to include byway visits as part of their trip plans. Designation also puts routes on the state map and promotes the byway in state advertising endeavors such as state brochures, websites and tours. Visitors then have the opportunity to learn more about the history, nature and culture of the area.

### **Preservation**

Maintenance of the intrinsic qualities is essential to each byway's integrity and sustainability. Byways tell unique stories about the places and people surrounding them and provide communities with

opportunities to preserve important legacies and special features. It is these distinctive qualities and special places that residents love and that transition the byway from a mere passageway to a destination of its own.



**Figure 2.4** Side road off Highway 174

Preservation is also strongly connected to promotion and, as such, byways may include buildings and structures that are associated with some major historic event or that hold special meaning to a particular group of people and their way of life. Preservation sustains the intrinsic qualities, the very essence of the byway, for generations to come.



**Figure 2.5** Partnerships are formed

## **Partnerships**

Collaboration as well as cooperation is vital to the success of building and sustaining a byway. Even before the nomination process begins, interested citizens and key stakeholders are engaged to create a byway vision.

Partnerships, both formal and informal, are created and

reinforced throughout the designation process. Each partner contributes to the collective pool of resources through their knowledge of the community, areas of expertise, personal commitment and access to funding sources, both private and public.

In the local arena, byway designation and future conservation efforts increase the abundance and frequency of interaction among local governments, businesses, civic groups and community leaders. National designation presents the opportunity to expand these partnerships well beyond local or state boundaries to include such groups as the National Scenic Byways Program, the America's Byways Resource Center and National Scenic Byways Online. Being part of the national collection of America's Byways brings each byway into a common effort with each other and with the National Scenic Byways Program.

**Pride**

Scenic byway designation offers an opportunity for citizens to showcase the community's unique and celebrated features. Often, this civic pride translates into personal responsibility and activism targeted to projects that enhance the community's well-being.

**Funding**

Designation enables byways to become eligible for additional government funding for byway maintenance or enhancement projects. For example, priority funding can be granted through the National Scenic Byway Discretionary Grant Fund. The Federal Transportation Enhancement program was implemented in 1992. As defined by the National Transportation Enhancements Clearinghouse, "Transportation Enhancements activities are federally funded, community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Transportation Enhancement projects must be one of 12 eligible activities." and must relate to surface transportation

Funding for Transportation Enhancement projects originates from the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This Federal legislation is a realization of the wide array of transportation-related activities that need attention. This program is similar to the Scenic Byway Program in the legislation that authorized the programs, as well as the two pieces of legislation that continued their operation. These pieces of legislation are the Transportation Equity Act for the 21st Century, passed in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) passed in 2005. Under the 2005 Act, states are allotted money for Transportation Enhancements. Generally this amount is 10 percent of the Surface Transportation Program apportionment for the State.

The twelve activities that are eligible for Transportation Enhancement money, as listed by the National Transportation Enhancements Clearinghouse are:

- Pedestrian and bicycle facilities
- Pedestrian and bicycle safety and educational activities
- Acquisition of scenic or historic easements and sites
- Scenic or historic highway programs including tourist and welcome centers
- Landscaping and scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities
- Conversion of abandoned railway corridors to trails
- Inventory, control, and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation of runoff pollution and provision of wildlife connectivity
- Establishment of transportation museums

In addition to these benefits, the designation process itself has the inevitable effect of building strong byway communities and making them even more attractive places to live and work. Existence of the byway in a community also encourages compatible tourism and supports local economic development. Shared responsibility prompts individuals to combine efforts that might have previously been separated. Increased collaboration among byway leaders also creates opportunity for both private conservation groups and government agencies with similar agendas to put forward more united efforts to help preserve the byway's unique intrinsic qualities. Communication and sharing knowledge are keys to sustained success.

**Resources**

Designation Readiness Worksheet (August 27, 2004). Retrieved August 27, 2006, from National Scenic Byways Program Web site:

<http://www.bywaysonline.org/nominations/docs.html>

Federal Highway Administration, National Scenic Byway Program. Retrieved September 20, 2006, Web site: <http://www.byways.org/>

Federal Register: National Scenic Byways Program (May 18, 1995). Retrieved August 27, 2006, from National Scenic Byways Program Web site:

<http://www.bywaysonline.org/library/display/29607/FedReg.pdf>

Lichty, Richard. Economic Impact Research Summary Report. (August 2001). Retrieved October 13, 2006, Web site:

[http://www.byways.org/library/display/19816/Economic%20Impact%20Research\\_Summary\\_Report.pdf](http://www.byways.org/library/display/19816/Economic%20Impact%20Research_Summary_Report.pdf)

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<http://www.bywaysonline.org/library/display/41707/NominationGuide2005.pdf>

Savannah River Scenic Highway Corridor Management Plan. Clemson University Library: CRP 058-091, December 1997.

## **Chapter 3**

# **Community Participation**

An essential part of the Scenic Byway designation process is the involvement of the community. The National Scenic Byways Program requires that the Corridor Management Plan be “developed with community involvement” (Sec. 9a). Diverse community participation tends to produce a richer and more varied result in community projects and typically gathers together a wider range of ideas and concerns. It is not only a more democratic way to achieve consensus, but it also leads to a better plan. It can incorporate the present day values of residents with the values of past generations and cultures to produce a more comprehensive vision for the future.

The Scenic Highway 174 Coalition has strived to involve as much of the public as possible in the National Scenic Byway Designation process. Community-wide meetings were held at New First Baptist Church on September 28, 2006 and October 19, 2006. Notices were posted to let all residents know about the opportunities to learn more about National Scenic Byway status and what it could mean to the community. Flyers were posted throughout the community, and postcards sent to all Highway 174 residents prior to each of these community meetings. We also asked local ministers to make announcements to their congregations about the community-wide meetings. A community survey and a community camera project were created to get specific feedback from the community. The results of both of these community participation tools can be found in this chapter.



## **Section 3A**

### ***Focus on Edisto and Community Survey***

An integral part of the Highway 174 Scenic Byway corridor management planning process was the combined output of the *Focus on Edisto* photography project and the Edisto Island Highway 174 Community Survey. These efforts were far-reaching in their engagement of the public. Many members of the Edisto community participated in these information gathering endeavors. Local organizations and churches were also involved. The result became the focus of the Scenic Byway planning process – a portrait of Edisto painted by the residents themselves.

#### **Focus on Edisto**

At the September 28, 2006 meeting of the Scenic Highway 174 Coalition, the group identified focus areas that would provide a framework to guide the *Focus on Edisto* photography project. The focus areas included:

- Aesthetic
- Environment
- Preservation
- Quality of life
- Safety



**Figure 3A.1** Osprey nest.  
Photographer's Comment: "I love that we care about nature (osprey nest) as part of our way of life."

Community representatives were asked to photograph sights on Edisto Island and fill out a log sheet entry for each picture. On the log sheets participants indicated the contents of their photographs. They then noted why they took each picture and rated its

importance on a scale of 1 to 5 (See Appendix 2 for participant instructions and the full text of the *Focus on Edisto* photography project report).

Once the cameras and log sheets were collected, the printed photographs were divided by focus area. Within each focus area, themes emerged to describe the features of Edisto that participants wished to promote, protect, prevent and prescribe a solution for. The major findings of Focus on Edisto follow.



**Figure 3A.2** Historic church. Photographer's Comment: "These beautiful churches are an essential part of the history and character of Edisto Island"

### **Major Findings of Focus on Edisto**

- The majority of the photographs showed that participants want to *protect* the features that make Edisto Island special. This desire was mostly illustrated by photographs in the "aesthetic", "environmental", "preservation" and "quality of life" focus areas.
- The majority of *safety* theme photographs depict current problems on the island.
- Seven of 12 themes are noted within the *prescribe* theme, so remedies to these problems should be created.

- The “preservation” focus area has a great deal of agreement that historic buildings and the rural nature of the island should be protected and promoted. The “preservation” focus area warrants the most attention due to its high agreement among participants and high importance scores.
- The “aesthetic” and “environment” focus areas are equally important and therefore also deserve careful attention.
- The only item that was identified as something to *prevent* was the proliferation of docks along the water.
- Important issues that have been identified from the photography project and therefore should be addressed in the Corridor Management Plan are: **Protecting** local commercial enterprises, trees, the quirkiness of the island, wildlife habitat, local vendors and markets, views, historic structures and fishing and crabbing access; **preventing** dock proliferation; **promoting** buffer screening and two lane roads; and **prescribing solutions for** inappropriate commercial structures, sign pollution, litter, crime, high speed limits and highway design flaws.

### **Community Survey**

The Edisto Island Highway 174 Community Survey was undertaken to gain further information for the preparation of the Scenic Byway Corridor Management Plan. The survey provides an important commentary on the current status and future vision of Scenic Highway 174 on Edisto. At the October 19, 2006 public meeting held at New First Baptist Church on Edisto, a total of 92 members of the community participated in the survey. The survey addressed the issues of growth on the island, important features of the island, and goals for the Edisto community. Open-ended questions were also included to allow respondents the opportunity to elaborate on the above issues and other matters they believed to be noteworthy. Appendix 1 contains the survey instrument and a more complete documentation of survey results. The survey was intended to define issues of importance to the Edisto Island community and to engage the public in laying the foundation for the future of the Scenic Highway 174 corridor. A brief summary of the major findings of the survey follows.

**Major Findings of the Community Survey**

- Many participants felt that Scenic Highway 174 has deteriorated in the last ten years. Suggestions were offered on preventing future deterioration. Participants would like the corridor to retain its scenic beauty and the quality of its natural environment, to be safer, to remain two-lanes, and to have more bicycle/walking trails.
- The desire for low growth around Scenic Highway 174 was mentioned often. The majority of participants showed general opposition to the creation of hotels and short-term overnight accommodations surrounding Highway 174. Participants would like to preserve the rural character of Edisto Island because they feel that it is part of what makes the island unique.
- Nearly 98 percent of participants agree with the goal to preserve historic buildings and sites from question four, which is consistent with the 92.3 percent of participants from question five who think that historic buildings and sites are important.
- Many participants were also concerned with the safety of the corridor for residents and visitors. Participants ranked “safe locations from which to fish, shrimp and crab” as the most important feature to protect. A large number of participants agree that “highway safety” should be a goal for Scenic Highway 174. Safety was also frequently mentioned in the open-ended questions both in terms of speeding concerns and needed improvements along Scenic Highway 174. The importance of “walking and bike trails” and “sidewalks and paths” was also noted by several survey participants.
- Many participants note the importance of nature and the views of nature: “plant and animal habitat”, “tree cover” and “scenic views”. All of these features

were considered important or very important by over 84 percent of the participants. A large number of survey participants agreed that the protection of nature should be a goal for Scenic Highway 174.

### **Goals**

The *Focus on Edisto* photography project and the Edisto Island Highway 174 Community Survey reveal a number of important priorities for the Edisto community.

- Promote and educate visitors on Edisto Island's historic significance, rural character, and unique sea island culture, natural scenic beauty and wildlife habitat, and all the intrinsic qualities that make it an irreplaceable asset to the South East Coast and the world.
- Retain and enhance the natural beauty of the island by protecting the quality of its environmental features.
- Provide information to travelers to create an enjoyable and educational experience, while protecting the quality of life for local residents.
- Enhance traffic safety.
- Protect and promote local and family commercial enterprises.

These areas were developed into goals which will provide vision and guide endeavors to manage and enhance Scenic Highway 174. See Section 6 Byway Management Strategies, pages 123 - 139 for details on the mission statement and goals.

## **Chapter 4**

# **Existing Conditions and Trends**

The Corridor Management Plan provides a framework for future plans within the Scenic Highway 174 byway area. It is essential to define the current status of the corridor before any plans for the future are created. The following sections provide data and analysis concerning the existing physical and social conditions and trends on Edisto Island. Clemson University's Jim Self Center on the Future at the Strom Thurmond Institute compiled data provided by Clemson University Department of Planning graduate students in the Comprehensive Studio and analyzed conditions and trends. These include: demographics, land use and zoning, infrastructure, existing planning efforts, and important legislation.

## **Section 4A**

### **Demographics**

The following demographics have been compiled from the United States Decennial Census (1990 and 2000), using aggregated data obtained for both the unincorporated portions of Charleston County and the Town of Edisto Beach in Colleton County. The U.S. Census typically divides these areas into distinct geographic regions (individual block groups); however for the purposes of this analysis we have chosen to group these regions together in order to develop a comprehensive view of Edisto Island and its inhabitants.

#### **Population and Migration**

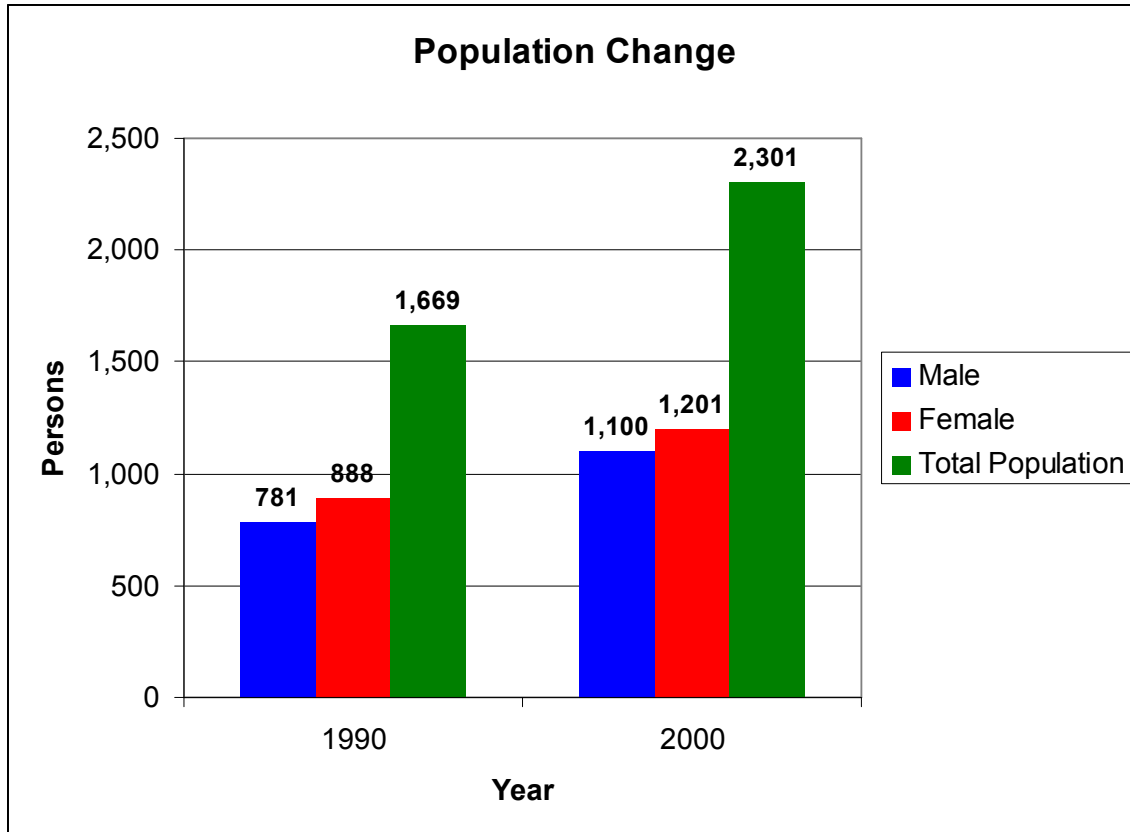
According to the 2000 census, there were 2,301 permanent residents of Edisto Island; 52 percent of these were female and 48 percent were male. The 1990's saw a period of growth and change on Edisto Island as the resident population grew 38 percent, or 632 people, between 1990 and 2000.

**Table 4A.1** Edisto Island Population 2000

<b>Population: 2000</b>		
	<b>Number</b>	<b>Percent</b>
Male	1,100	48
Female	1,201	52
Total	2,301	100

**Table 4A.2** Edisto Island Population Change 1990 to 2000

<b>Population Change</b>			
	<b>1990</b>	<b>2000</b>	<b>% Change</b>
Male	781	1,100	41
Female	888	1,201	35
Total Population	1,669	2,301	38



**Figure 4A.1** Edisto Island population change by gender 1990 to 2000

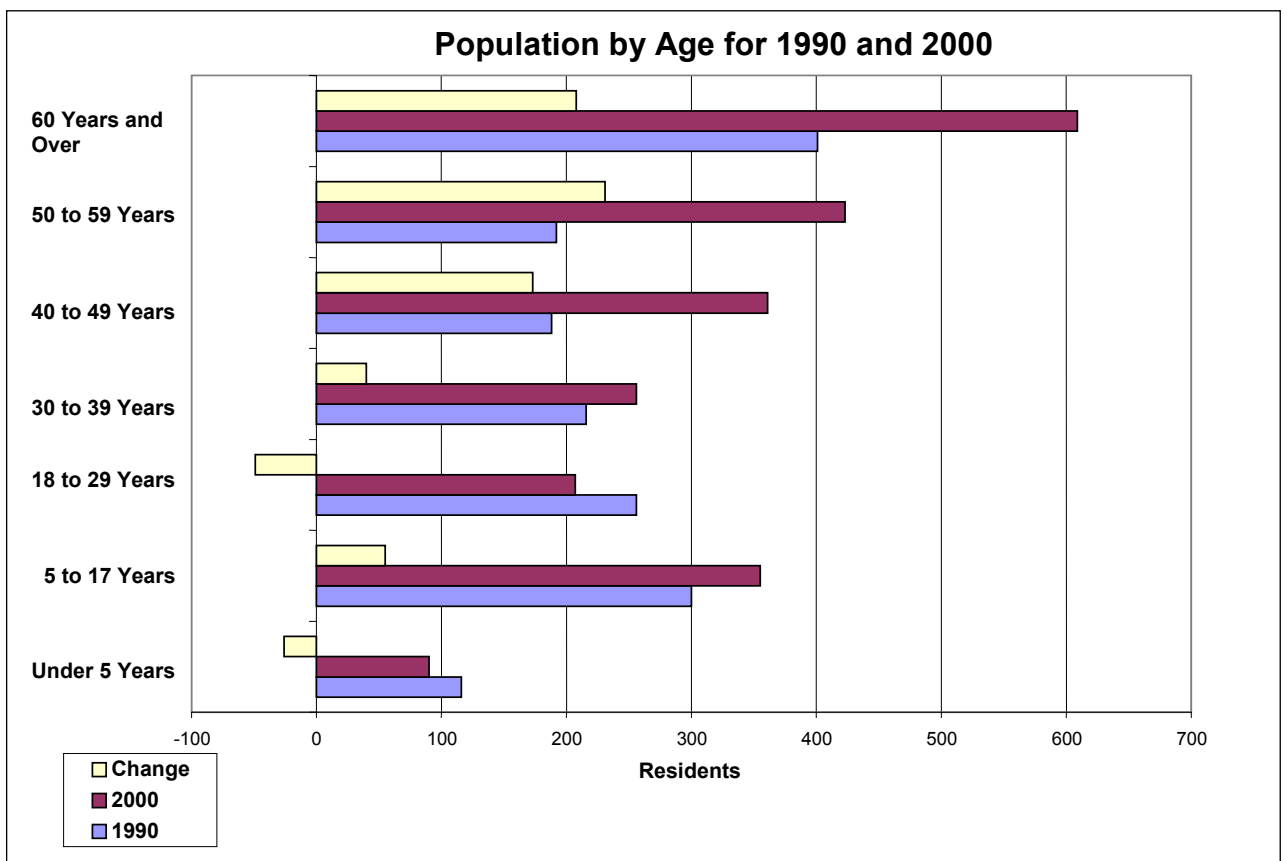
### **Age of Population**

In 1990, persons over the age of 50 comprised nearly 36 percent of Edisto Island's total population and school aged children comprised nearly 18 percent of the total population. Nearly 45 percent of the island's population was over 50 years old in 2000, which suggests that the area is becoming more of a haven for retired people. School-aged children comprised 15 percent of the entire population in 2000, comparable to the 1990 percentage. However, the percentage of the population between the ages of 18 and 29 decreased from 1990 to 2000 indicating that more children are leaving the area when they become adults.



**Table 4A.3** Population by Age for 1990 and 2000

	<b>1990</b>	<b>Percent</b>	<b>2000</b>	<b>Percent</b>	<b>Change</b>	<b>Percent Change</b>
Under 5 Years	116	6.95	90	3.91	-26	-22.41
5 to 17 Years	300	17.97	355	15.43	55	18.33
18 to 29 Years	256	15.34	207	9.00	-49	-19.14
30 to 39 Years	216	12.94	256	11.13	40	18.52
40 to 49 Years	188	11.26	361	15.69	173	92.02
50 to 59 Years	192	11.50	423	18.38	231	120.31
60 Years and Over	401	24.03	609	26.47	208	51.87
Total	1,669		2,301		632	

**Figure 4A.2** Edisto Island population by age for 1990 and 2000

### **Racial Composition**

At the time of the 2000 U.S. Census, Edisto Island was comprised of 1,371 white residents and nearly 900 African American residents. Other races represented on the Island include five American Indians and Alaska Natives, 19 persons of two or more races and 7 residents who classified themselves as ‘Other’.

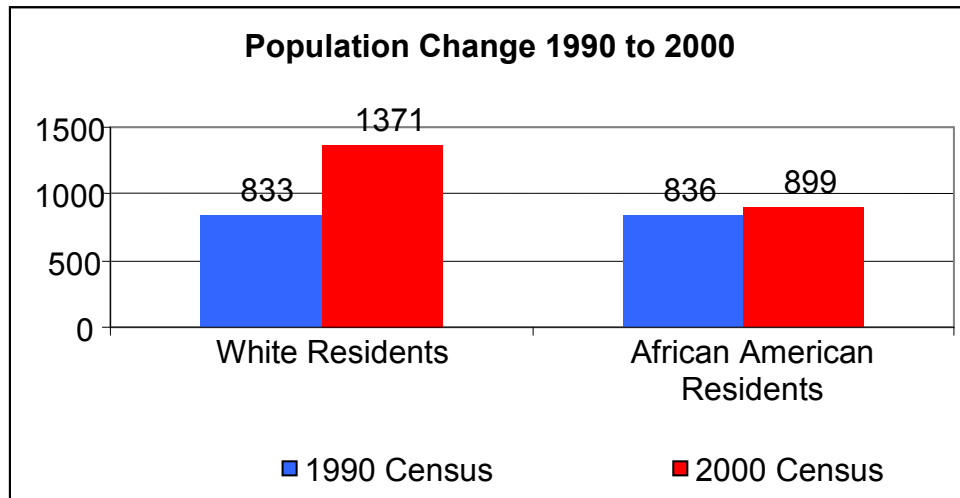
**Table 4A.4** Edisto Population by Race 2000

<b>Population by Race: 2000</b>	<b>Residents</b>	<b>Percent of Population</b>
White alone	1,371	59.58
Black or African American alone	899	39.07
American Indian and Alaska Native alone	5	0.22
Two or More Races	19	0.83
Other	7	0.30
Total Population	2,301	100

The number of white residents increased by 65 percent between 1990 and 2000, while the number of African American residents increased by only 8 percent during this time. In 1990, the populations of white residents and African American residents were relatively balanced. But by 2000, there were 52.5 percent more white residents than African American residents. The change in racial population reflects the continuing demographic changes occurring in South Carolina as a whole and underscores the need to incorporate the long-term residents of Edisto Island in the community dialogue.

**Table 4A.5** Population Change by Race 1990- 2000

<b>Race</b>	<b>1990</b>	<b>2000</b>	<b>Change</b>
White Residents	833	1371	65%
Black or African American Residents	836	899	8%
American Indian and Alaska Native alone	0	5	N/A
Two or More Races	0	19	N/A
Other	0	7	N/A
Total Population	1669	2301	38%



Source: US Census

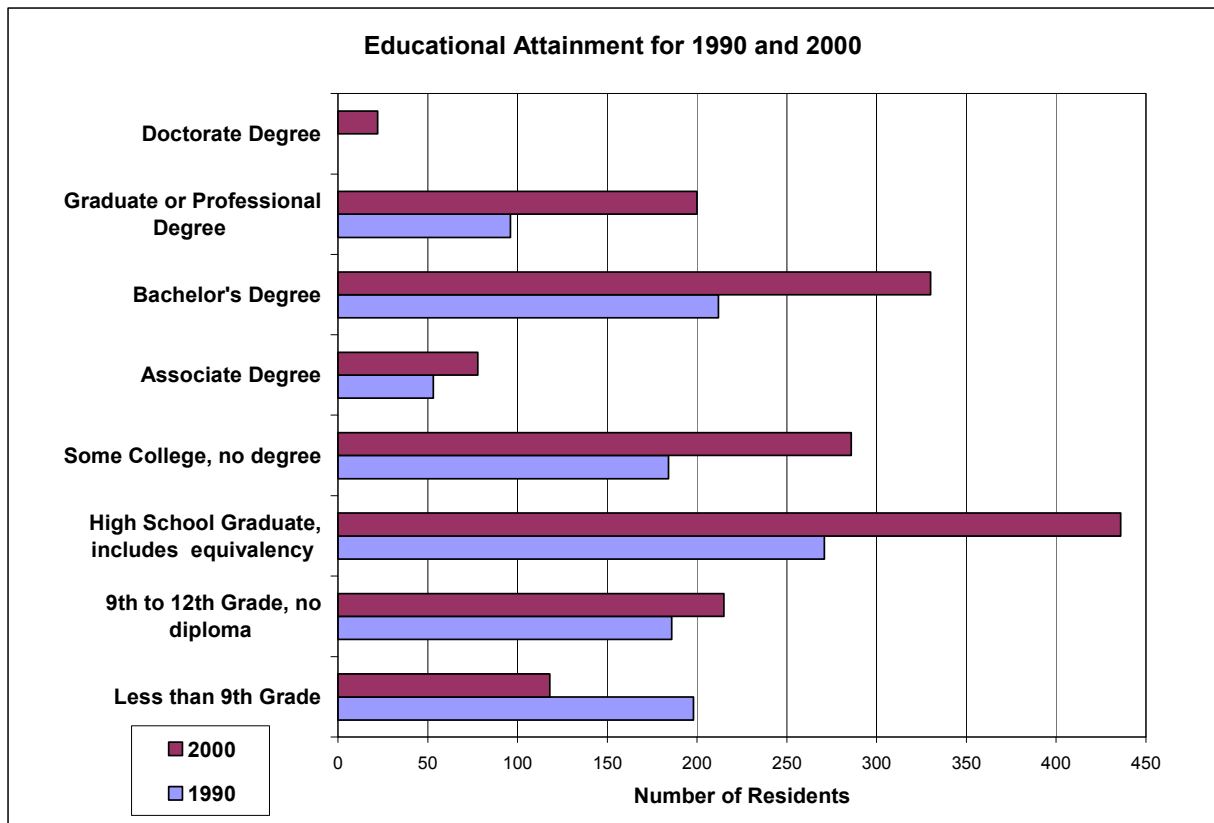
**Figure 4A.3** Population change by race 1990- 2000

### **Educational Attainment**

At the time of the 2000 U.S. Census, a majority of Edisto Island residents 25 years and older had completed a high school level education – 1,352 persons (59% of total population) held a high school diploma or higher degree. More than half of all residents, 916 people (54% of total population), attended some form of post secondary study, with 630 people (27% of total population) having obtained an associate degree or higher. However, 333 (14% of total population) residents did not complete high school and approximately 10 (4% of total population) residents never attended high school. From 1990 to 2000, the number of Edisto Island residents with higher education degrees increased. The greatest increase for the ten year period was in the number of people with a high school diploma or equivalent – 271 people in 1990 (16% of total population) to 436 people in 2000 (19% of total population).

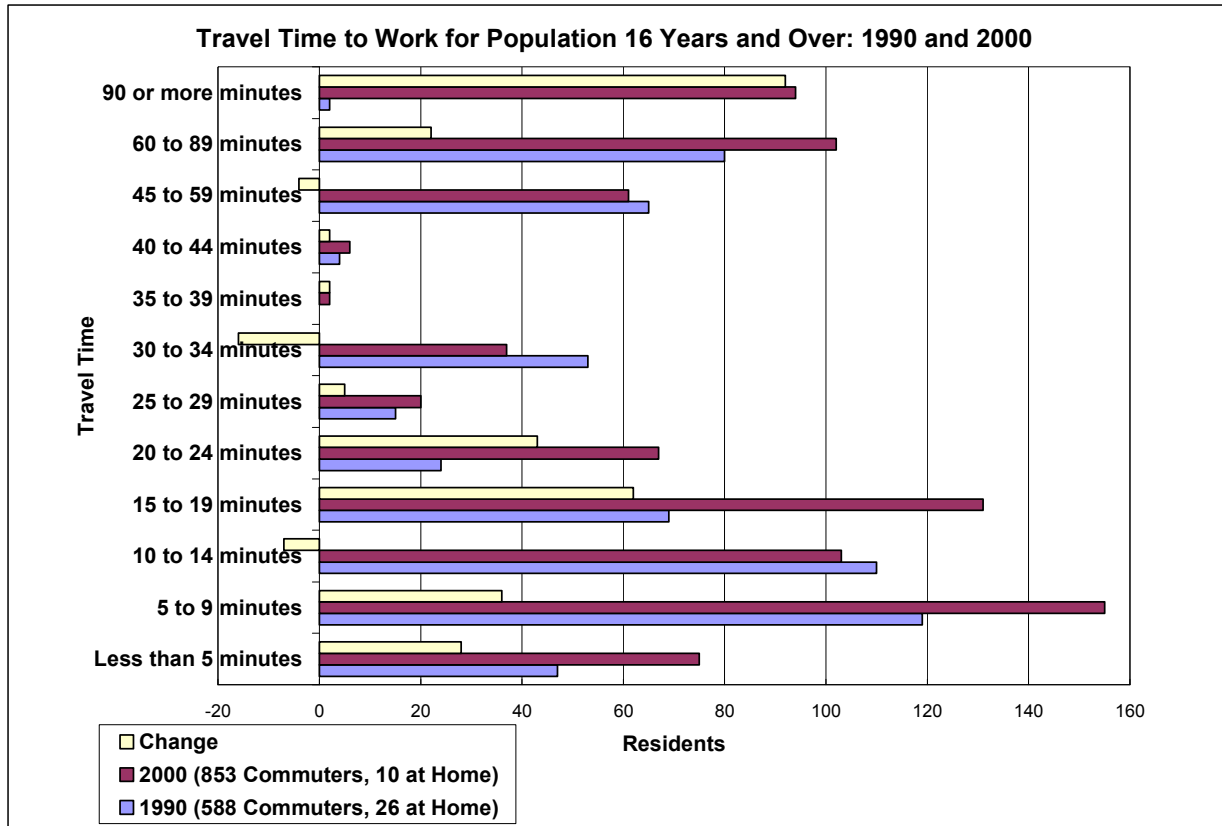
**Table 4A.6** Edisto Educational Attainment for Population 25 Years and Over

<b>Educational Attainment</b>	<b>1990</b>	<b>2000</b>	<b>Percent Change</b>
Less than 9th Grade	198	118	-40.40
9th to 12th Grade, no diploma	186	215	15.59
High School Graduate, includes equivalency	271	436	60.89
Some College, no degree	184	286	55.43
Associate Degree	53	78	47.17
Bachelor's Degree	212	330	55.66
Graduate or Professional Degree	96	200	108.33
Doctorate Degree	**	22	**
Total	1200	1,685	40.42
** Information not available for 1990			

**Figure 4A.4** Educational attainment for population in 1990 and 2000

**Travel Times to Work**

Travel times to work for the resident population vary widely due to the island's distance from major business centers. In both 1990 and 2000, most of the population traveled between five and nine minutes to work. The next largest group of people traveled between 15 and 19 minutes, indicating that many of the residents work on the island itself or in adjacent communities. Conversely, 82 residents in 1990 and 196 residents in 2000 reported working more than an hour away from their homes on Edisto Island. This trend may be indicative of the stronger economic pull from the greater Charleston area. The increase from 2 people (1990) to 92 people (2000) that commute 90 minutes or more shows that many people are willing to endure long commutes in order to live on Edisto Island. In 1990, there were 588 residents in the workforce – 26 worked from home and 588 traveled to their place of employment. In 2000, 863 residents were in the workforce – 10 worked from home and 853 traveled to their place of employment. An increased number of commuters are expected with the increase in population from 1990 to 2000; however, the decrease in people who work from home is unexpected given increased telecommuting potential.



**Figure 4A.5** Edisto Island travel times to work for 1990 and 2000

## **Income**

In 1999, 464 households (45.9 percent) on Edisto Island earned under \$30,000 annually. Households earning above that amount numbered 546, or 54.1 percent. In contrast, 71 percent of households had an annual income under \$30,000 in 1989. There were 149 households (14.8 percent) earning less than \$10,000 annually in 1999, likely placing these households below the national poverty line of \$16,600 for a family of four in 1998. The number of households earning under \$10,000 in 1989 was also 149, but this number represents a larger percentage (27.4 percent) of the households at that time. The majority (629 households or 62.3 percent) of 1999 households had an annual income of less than \$50,000 while 381 households (37.7 percent) earned more than this amount annually. Only 15.5 percent of 1989 households on Edisto Island had incomes greater than \$50,000.

The 1999 median household income for Edisto Island was vastly different for the Charleston County area, at \$23,438, and the Colleton County (Edisto Beach) area, at \$53,889. The same is true for the 1989 median household incomes, with Charleston County at \$17,292 and Colleton County at \$32,891. The change in median household incomes from 1989 to 1999 was greatest for the Colleton County areas, with a 63.84 percent increase; whereas Charleston County areas increased by 35.54 percent. When comparing Edisto Island's median household incomes with those of the county and state, the overall trends are the same for both 1989 and 1999. The median household income for the Charleston County portion of Edisto Island was well below the median household income for that county; whereas the median household income for the Colleton County portion of Edisto Island was well above the median household income of that county. The same is true when comparing the median household incomes on the island to that of the entire state – the Charleston County area median household income was less than the state median and the Colleton County area median household income was greater than the state median.

**Table 4A.7** Edisto Island Household Income

<b>Household Income</b>	<b>1989</b>	<b>Percent of Households</b>	<b>1999</b>	<b>Percent of Households</b>
Less than \$10,000	149	27.44	149	14.75
\$10,000 to \$29,999	181	33.33	315	31.19
\$30,000 to \$49,999	129	23.76	165	16.34
\$50,000 to \$74,999	47	8.66	142	14.06
\$75,000 to \$99,999	27	4.97	76	7.52
\$100,000 to \$149,999	0	0.00	92	9.11
\$150,000 or more	10	1.84	71	7.03
Total Households	543		1,010	

**Table 4A.8** Median Household Income

	<b>1989</b>	<b>1999</b>	<b>Percent Change</b>
Edisto Island: Charleston County areas	\$17,292	\$23,438	35.54
Edisto Island: Colleton County areas	\$29,531	\$53,889	82.48
Charleston County	\$26,875	\$37,810	40.69
Colleton County	\$20,617	\$29,733	44.22
South Carolina	\$26,256	\$37,082	41.23

## **Housing**

Housing on Edisto Island increased by 54% between 1990 and 2000 and land use planning is critical to avoid the negative impact of sprawl. In the year 2000 there were approximately 2,685 housing units on Edisto Island, but only 989 permanent households. There were 148 rented residences and (nearly 1,700) of vacant residences in 2000. These numbers are indicative of the seasonal nature of some residences since many of the homes at Edisto Beach are second homes or seasonal rentals.

**Table 4A.9** Housing Units by Type

	<b>1990</b>	<b>Percent</b>	<b>2000</b>	<b>Percent</b>	<b>Percent Change from 1990 to 2000</b>
Occupied	549	28.55	988	36.80	79.96
Owner Occupied	460	23.92	840	31.28	82.61
Renter Occupied	89	4.63	148	5.51	66.29
Vacant	1,374	71.45	1,697	63.20	23.51
Total	1,923		2,685		

**Table 4A.10** Households

	<b>1990</b>	<b>2000</b>
Average HH Size	2.21	2.26
Total Households	543	989



## **Section 4B**

### ***Land Use and Zoning***

#### **Land Use**

Existing land use data has not been compiled for Edisto Island. Instead, zoning and land cover data has been used to analyze the current built environment. Land cover information is provided by the National Land Cover Database's 2001 data. It is based on 10 meter Landsat 7 imagery. Data was also gathered from the U.S. Census 2000 TIGER/Line dataset, which is available nationwide. Geographic areas are based on these files and may differ slightly from Charleston and Colleton Counties' numbers due to the slight inaccuracies associated with interpreting land mass in coastal areas.

Analyzing the present land cover and zoning framework of the study area allows for the identification of opportunities and challenges that can be addressed by the Corridor Management Plan. This analysis provides the base information critical to understanding how each parcel of land is currently being used and how its future use may be planned.

Edisto Island's 72.4 square miles of land are divided by three jurisdictions: Charleston County, Colleton County, and the Town of Edisto Beach in Colleton County. Most of the island – 90 percent – lies within Charleston County, while the remaining 10 percent is in Colleton County. While most of the population on Edisto Island lives in Charleston County, the densest population is in the Town of Edisto Beach in Colleton County.

**Table 4B.1** Edisto Island's Land by Jurisdiction

<b>Location</b>	<b>Square Miles</b>	<b>Acres</b>	<b>Percent</b>
Charleston County	65.0	41,613	90
Colleton County (Unincorporated)	5.0	3,227	7
Town of Edisto Beach	2.3	1,491	3
<b>TOTAL</b>	<b>72.4</b>	<b>46,330</b>	<b>100</b>

Edisto Island has many distinct land use characteristics. Since it is primarily rural, land uses commonly associated with rural places exist on the island. Low density development prevails across much of the 72.39 square mile island with large lot housing, pastures and plantations. As a barrier island, marshes are prolific, and comprise 28.1 square miles (38.9 percent) of the land cover on the island. Forests also comprise a large portion of the island,

covering a combined 17.16 square miles (23.7 percent) of the land with a majority being evergreen trees.

Most houses on Edisto Island that are not in the town have a rural character as well. They typically have several acres of land around them and are often surrounded by trees. The plantations on the island, which are not visible from the primary corridor, occupy a great deal of land and are key to maintaining Edisto's rural feel. Agricultural land uses are also common along Scenic Highway 174. Hay fields and crop lands are typical and low density commercial businesses (locally owned restaurants, art galleries and produce stands) are fairly common, occupying a combined 10.14 square miles (14 percent) of the land (grassland, pasture, and crops).

**Table 4B.2** Edisto Island Land Cover

<b>Land Cover</b>	<b>Square Miles</b>	<b>Acres</b>	<b>Percent</b>
Marsh	28.2	18,025	38.9
Maritime Forest	13.2	8,433	18.2
Wooded Swamp	12.2	7,784	16.8
Grassland	4.7	3,012	6.5
Pasture	3.3	2,132	4.6
Deciduous Forest	2.2	1,436	3.1
Shrub	2.2	1,390	3.0
Crops	2.1	1,344	2.9
Developed	2.0	1,251	2.7
Mixed Forest	1.7	1,112	2.4
Beach	0.6	371	0.8
<b>TOTAL</b>	<b>72.4</b>	<b>46,336</b>	<b>100.0</b>

## **Development Patterns**

Most of the existing development on Edisto Island is concentrated within the Town of Edisto Beach. The amount of developed land on Edisto Island is only 19.5 percent, but the developed land covers 33 percent of the land within the town itself. Marshes are still a dominant land feature within the town limits, covering 28.4 percent of the town's land. Forests and beaches also comprise a large portion of the town's area.

**Table 4B.3** Town of Edisto Beach Land Cover

<b>Town of Edisto Beach Land Cover</b>	<b>Percent</b>
Developed	33.0
Marsh	28.4
Maritime Forest	13.5
Beach	11.2
Grassland	5.2
Developed Medium Intensity	3.5
Wooded Swamp	2.6
Shrub	2.5
TOTAL	100.0

The remainder of the island is largely rural. New development is infrequent and comes in the form of large lot subdivisions or new rural commercial establishments along Scenic Highway 174.

## **Zoning**

The following charts show the breakdown of zoning categories on Edisto Island. They are broken down by jurisdiction and generally do not include marsh areas. Charleston County controls most of the land area on Edisto Island and, as shown in the table below, most of the land within Charleston is zoned AG-10 - an agricultural preservation classification. The zoning classifications are described below.

**Table 4B.4** Existing Zoning, Charleston portion of Edisto Island

<b>Charleston County Area of Edisto Island</b>			
<b>Zone</b>	<b>Square Miles</b>	<b>Acres</b>	<b>Percent</b>
AG-10	28.69	18,361	54.7
RM	9.27	5,931	17.7
AGR	11.42	7,311	21.8
CC	0.05	34	0.1
CN	0.01	7	0.02
PD	2.99	1,911	5.7
TOTAL	52.40	33,555	100.0

- Charleston County's Zoning classifies most land as AG-10 (Agricultural Preservation District). This category allows for one dwelling unit per 10 acres. The highest achievable density in this category is one dwelling unit per five acres, but this density must be processed through the Planned Development process in Charleston County.
- The Agricultural Residential District (AGR) is the second largest zoning category on the island. It allows for one dwelling unit per acre.
- A Resource Management District (RM) is the third largest zoning category on the island. This district is mainly intended for the preservation of rural landscapes and agricultural uses. It allows for agricultural, livestock, and forestry activities. The district permits one dwelling unit per 25 acres.
- Neighborhood Commercial (CN) allows for small, enclosed commercial establishments. Gas stations (not to exceed four nozzles without a special exception) and restaurants are the only exceptions to the enclosed building requirement.
- Community Commercial (CC) allows for larger commercial establishments than the Neighborhood Commercial zoning classification. These include some agricultural, service, institutional, and recreational activities. Permitted commercial activities include a variety of retail, wholesale, industrial, and manufacturing activities.
- Planned Development (PD) districts allow for exceptions to and variations from existing zoning to allow for special developments that may require different setbacks, densities or uses.

**Edisto Beach has eight zoning classifications:**

- The C-1 Office Commercial District allows for office, institutional and residential land uses. It emphasizes quiet and compatible land uses

- The C-2 Marine Commercial District is only allowed on land that is in close proximity to navigable water. Lots that are zoning C-2 are permitted for the same uses as R-1 as well as commercial piers/docks, restaurants and uses of this nature.
- The C-3 Commercial District allows for any use within the residential categories as well as motels/hotels, retail, and service businesses.
- The O-1 section is restricted to open space.
- The PB Public and Semipublic District allows for any use that is needed for government purposes including parks and other service facilities.
- The R-1 Low Density Residential District allows for one housing unit per lot, with a minimum size of 11,000 square feet (approximately  $\frac{1}{4}$  of an acre). It also allows for community buildings like libraries, schools, and churches under certain conditions. This is the most restrictive category as well as one of largest land uses (about 21 percent).
- The R-4 Low Density Residential and Club House District allows for all uses that are allowed in R-1 with the addition of clubhouses.
- The R-7 Multifamily Residential District allows for all uses that are allowed in R-1 as well as multifamily dwellings, townhouses and condominiums.

**Colleton County's zoning on Edisto Island is uniform.**

The UD – Urban Development classification is given to urban areas that are expected to have growth during the time frame of the Colleton County Comprehensive Plan, until 2015. Suburban development is expected in this classification, including residential, commercial, industrial and institutional.

**Table 4B.5** Edisto Beach & Colleton County Zoning Classifications

<b>Colleton County &amp; Edisto Beach Zoning</b>			
<b>Zone</b>	<b>Square Miles</b>	<b>Acres</b>	<b>Percent</b>
C-1	0.003	1.9	0.1
C-2	0.024	15.4	0.7
C-3	0.048	30.7	1.5
O-1	0.533	341.3	16.3
PB	0.006	3.8	0.2
R-1	0.694	444.2	21.1
R-4	0.001	0.6	0.0
R-7	0.010	6.4	0.3
Infrastructure	0.691	442.2	21.1
UD (Colleton)	2.49	813.8	38.7
<b>TOTAL</b>	<b>4.50</b>	<b>2,100.4</b>	<b>100.0</b>

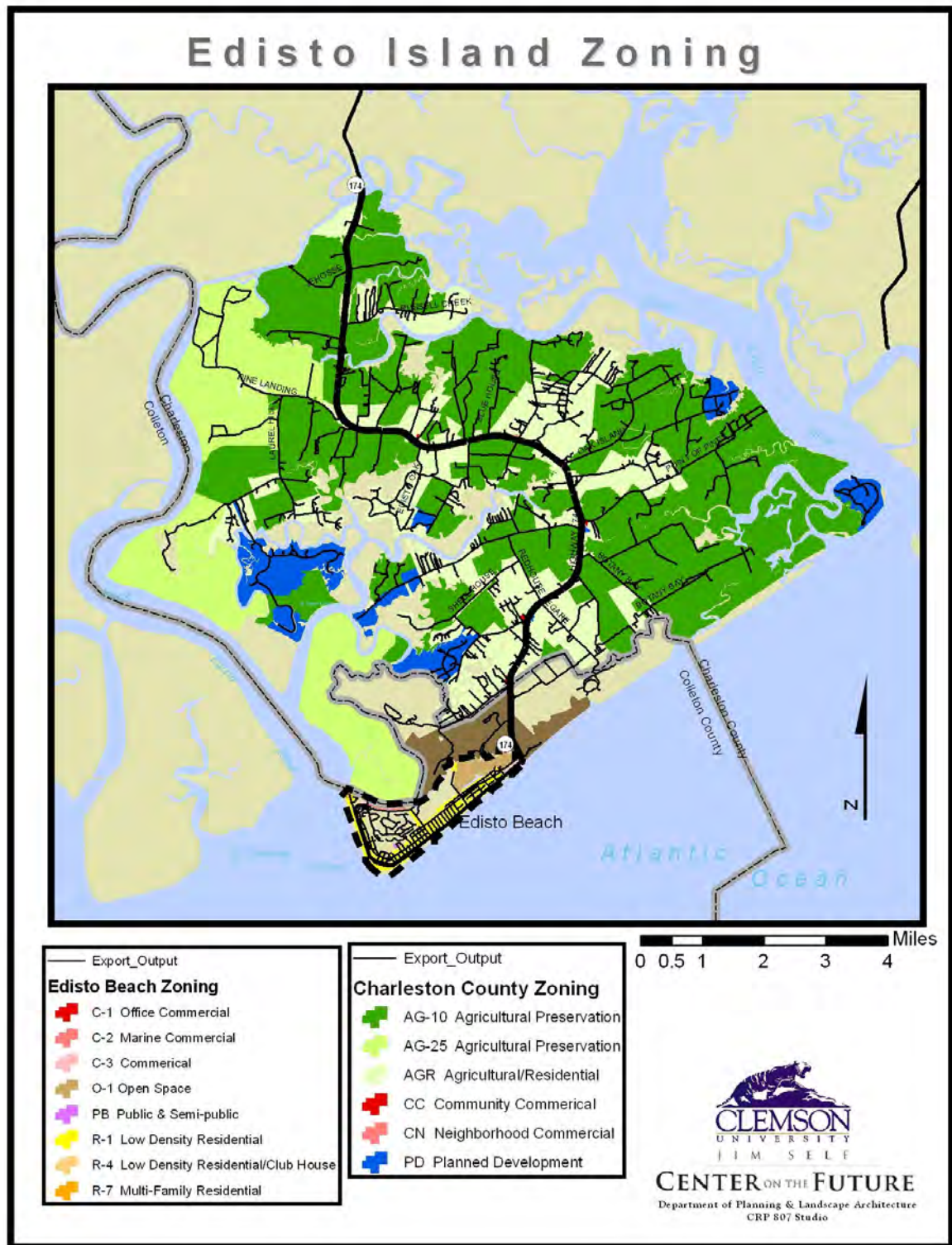


Figure 4B.1 Edisto Island zoning

### **Residential Build-Out Potential**

The following build-out scenario was requested by the island's residents during the public input process. It is extremely hypothetical and is *not* a projection. The potential capacity of the island to support additional residential development under existing conditions is considered. It assumes that zoning classifications will not change to be more or less restrictive on growth and that no new infrastructure is added to accommodate growth. It also estimates potential population based on the current average household size in each area. Each zoning classification was equated with its maximum potential density. In Charleston County this was pre-defined by the zoning ordinance. In Colleton County it was assumed that without any additional sewer infrastructure, the maximum density could be one unit per acre (the maximum density obtainable with a septic system). Existing housing units were subtracted from potential units.

An important part of this analysis concerns lands on the island, in both counties, with development restrictions. Through the efforts of the Edisto Island Open Lands Trust, the South Carolina Department of Natural Resources, the Nature Conservancy and others, approximately 16,000 acres of land on Edisto have been set aside for preservation purposes, including 1200 acres in the Colleton County portion of the island and 14,800 acres in the Charleston County portion. For this analysis, these lands are considered to be "off the table" in terms of their potential for residential development.

In the Colleton County portion of Edisto Island, these 1200 protected acres represent the only land in this part of the island available for the construction of housing. All other land in the Colleton portion of the island, i.e. the Town of Edisto beach, is essentially fully built. As such, this analysis anticipates no additional residential development in the Colleton part of Edisto.

In the Charleston County portion of Edisto, however, potential for residential development does exist. Table 4B.4 above finds a total of 33,555 acres of land in the Charleston County part of Edisto Island. Considering the 14,800 acres noted above that have been preserved, we find that approximately 56% of the acreage in Charleston County part of the island is developable. Applying this 56% to the zoning categories in Table 4B.4 that include a predefined residential density (AG-10, AGR, and RM) yields the results contained in Table 4B.6 below.

**Table 4B.6** Residential Build-Out Scenario

<b>Build-out Potential (Charleston County portion)</b>			
<b>Zone</b>	<b>Acres</b>	<b>Developable Acres</b>	<b>Units</b>
AG-10	18,361.1	10,282.2	1028
AGR	7,311.0	4094.1	4094
RM	5,931.2	3321.5	132

Zoning category AG-10 allows for one dwelling unit every ten acres, while AGR allows for one dwelling unit for every acre, and RM allows for one dwelling unit every twenty-five acres. At these permitted densities, this analysis finds that 5254 dwelling units could be built in the Charleston County portion of Edisto. Subtracting the 819 units that currently exist in the Charleston County part of the island leaves 4435 potential new units. With an average household size of 2.5 residents, this analysis finds a potential increase of 11,087 persons were the Charleston County portion of Edisto to fully build out its residential capacity. To summarize:

- No potential for additional residential units in the Colleton County portion of Edisto Island
- The possibility of 4435 new residential units in the Charleston County portion of the island
- The possibility of an additional 11,087 persons on Edisto at residential build out

### **Urbanization Model**

The urbanization model was created by Clemson University's Strom Thurmond Institute using 1990 U.S. Census data, projected out to 2000, 2010, 2020 and 2030, along with Landsat satellite imagery. Information was also gathered from South Carolina Department of Natural Resources and Coastal Conservation League databases. The original model included all of Berkeley, Charleston, and Dorchester Counties. There is a certain amount of error that is associated with zooming in on a smaller area, such as Edisto Island, so the projections should be considered trends on this small scale. The constraints for the model are the best estimates, based on current science and statistical analysis, from the time that the model was completed at the end of the 1990's. Lands under conservation easement, as of 1999-2000, are included in the constraints and therefore urbanization was not projected to occur in these areas. Once the model itself was completed, a panel of local experts gave their input as



to whether the projections were realistic. The model was adjusted based on the comments from the experts and therefore is 4/5th a statistical model and 1/5th a subjective model. It is important to note that this model is a “what if” scenario based on what potentially could happen if measures are not taken to change this direction. Its purpose is to stimulate discussion and action on items of concern.

# Projected Urbanization on Edisto Island, South Carolina, 2000 - 2030

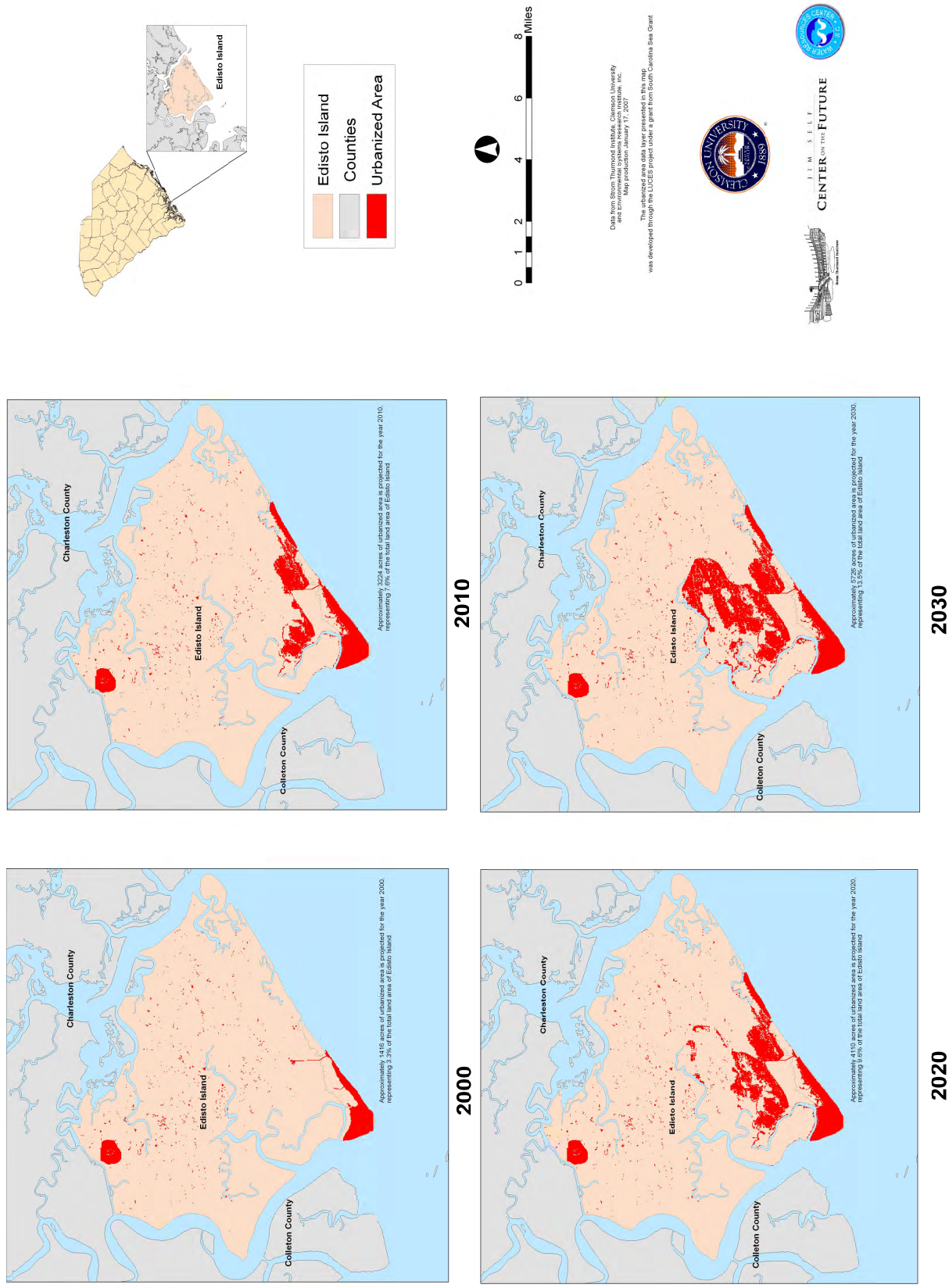


Figure 4B.2 Projected urbanization on Edisto Island, SC 2000-2030

## **Section 4C**

### **Infrastructure**



**Figure 4C.1** South Carolina Highway 174

#### **Road Characteristics**

Scenic Highway 174 is a two-lane, open access, state maintained highway. The highway is the sole vehicular access onto Edisto Island and is the essential link between the island and the mainland. S.C. 174 crosses the Atlantic Intracoastal Waterway on the recently constructed McKinley Washington Jr. Bridge. Upon entering Edisto Island, S.C.

174's travel lanes measure approximately 10 feet wide and the distinctive natural and cultural surroundings create a rural atmosphere. The road's surroundings alternate between open marshland and densely covered forest, including ancient live oak trees along the right of way.

Scenic Highway 174 is designated as a hurricane evacuation route by the South Carolina Department of Transportation. Residents are directed to take S.C. 174 to U.S. 17 South towards Walterboro and then on to North Augusta. It is the sole evacuation route for the approximately 2,300 residents of Edisto Island.

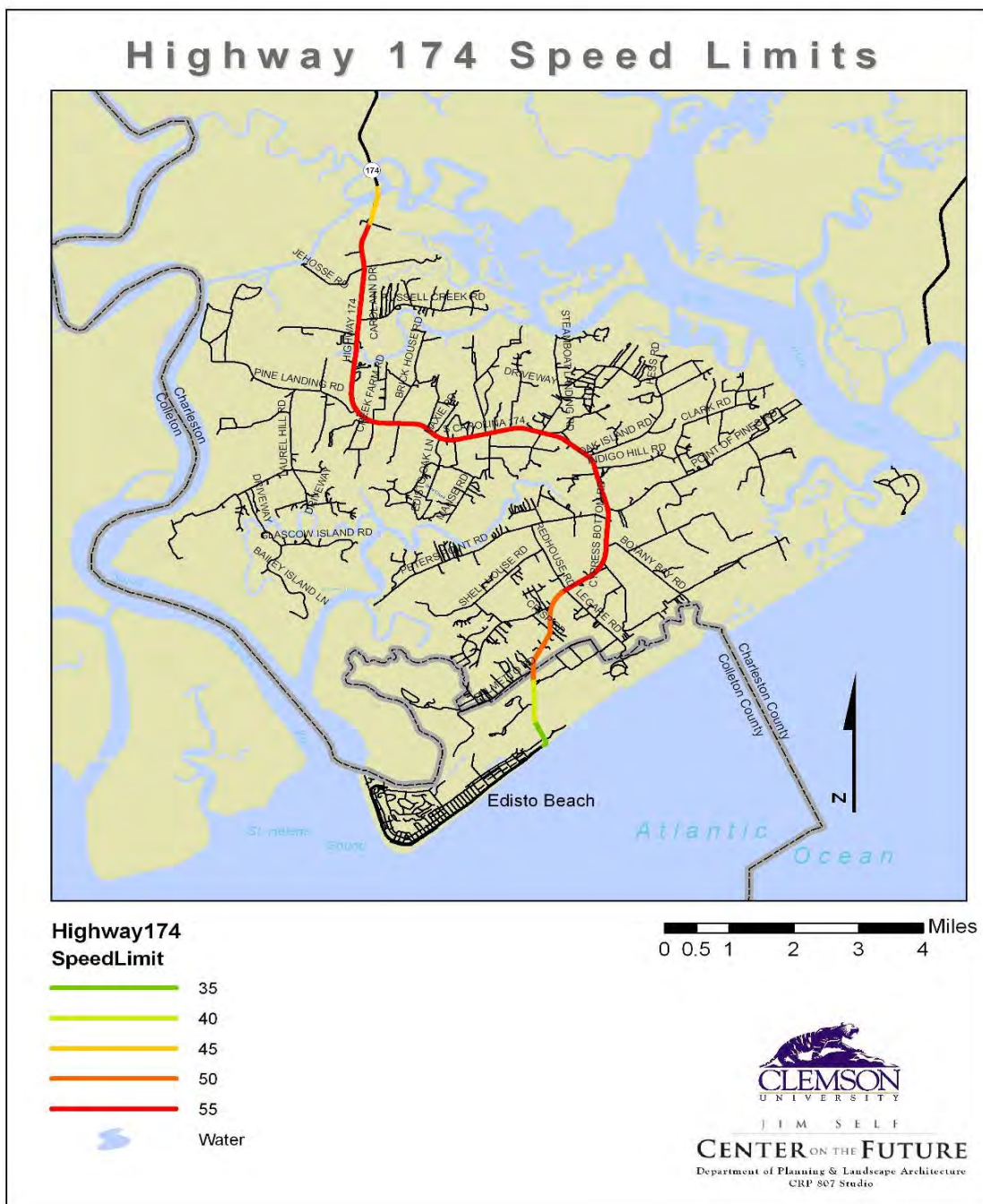
Scenic Highway 174 is one of the few paved roads on Edisto Island. Besides the Town of Edisto Beach, most other roads branching off of the byway are unpaved and relatively narrow. The unpaved roads are sometimes no more than one lane wide and motorists are encouraged to drive slowly due to the undulating roadbed and surrounding scenery.

#### **Right-of-Way/Pavement Width/Speed Limits**

According to the South Carolina Department of Transportation, the right-of-way width along Scenic Highway 174 is 75 feet, 37.5 feet on either side of the road centerline. The width of the actual pavement is typically 22 feet wide on the Charleston County portion of the byway

and 28 feet wide, including bicycle lanes, on the Colleton County portion of Scenic Highway 174.

The speed limit on Scenic Highway 174 is predominately 55 miles per hour, interspersed with lower speed limits in more populated areas. The speed limit lowers to 35 miles per hour as



### Figure 4C.2 Scenic Highway 174 Speed Limits



the byway approaches the Town of Edisto Beach. Figure 4C.2 details the existing posted speed limit on Scenic Highway 174.

## **Traffic Counts**

To understand the traffic patterns on Scenic Highway 174, it is important to take into account the byway's traffic counts. The South Carolina Department of Transportation provides average daily traffic counts. These counts consist of the traffic traveling in both directions on the roadway over a 24 hour

period. This information is often collected by recording roadway traffic for a certain amount of time and then dividing by the number of days over which the data is collected.



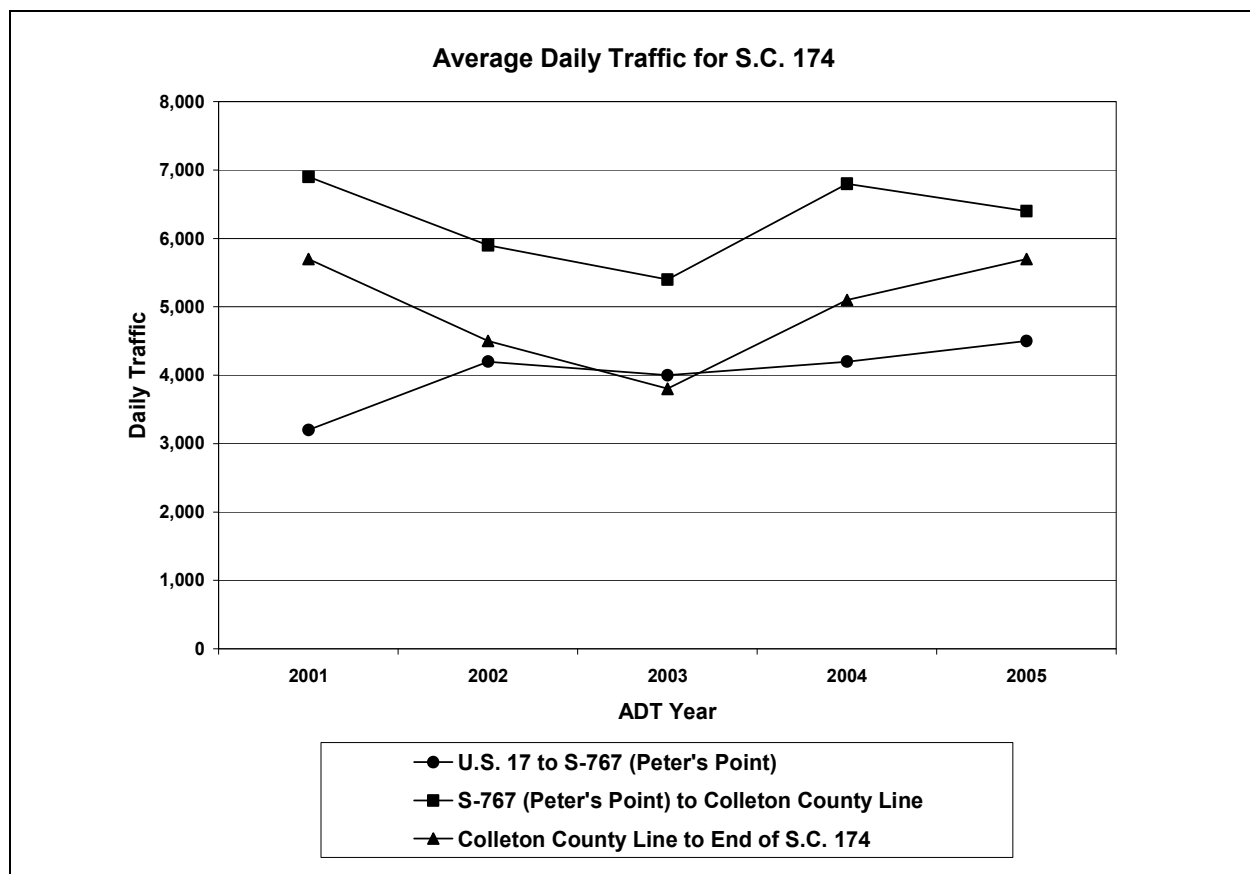
**Figure 4C.3** Traffic on Scenic Highway 174

**Table 4C.1** S.C. 174 Average Daily Traffic Information 2001 - 2005

<b>Traffic Count Station Information</b>		<b>Annual Daily Traffic Year</b>				
<b>S.C. 174 Section</b>	<b>Station No./ County</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
U.S. 17 to S-767 (Peter's Point)	Station 253 / Charleston	3,200	4,200	4,000	4,200	4,500
S-767 (Peter's Point) to Colleton County Line	Station 251 / Charleston	6,900	5,900	5,400	6,800	6,400
Colleton County Line to End of S.C. 174	Station 153 / Colleton	5,700	4,500	3,800	5,100	5,700

Source: South Carolina Department of Transportation

Along Scenic Highway 174 there are three traffic count segments. One of these segments is located in Colleton County and the two other segments are located in Charleston County. These segments, and the related traffic counts from the past five years, are listed above. The order in which they are presented in the table reflects the progression as you travel from U.S. 17 along S.C. 174 to the beginning of Scenic Highway 174, at the McKinley Washington Bridge, and then on to Edisto Beach. The picture above is as one crosses from Charleston County to Colleton County heading south towards beautiful Edisto Beach.



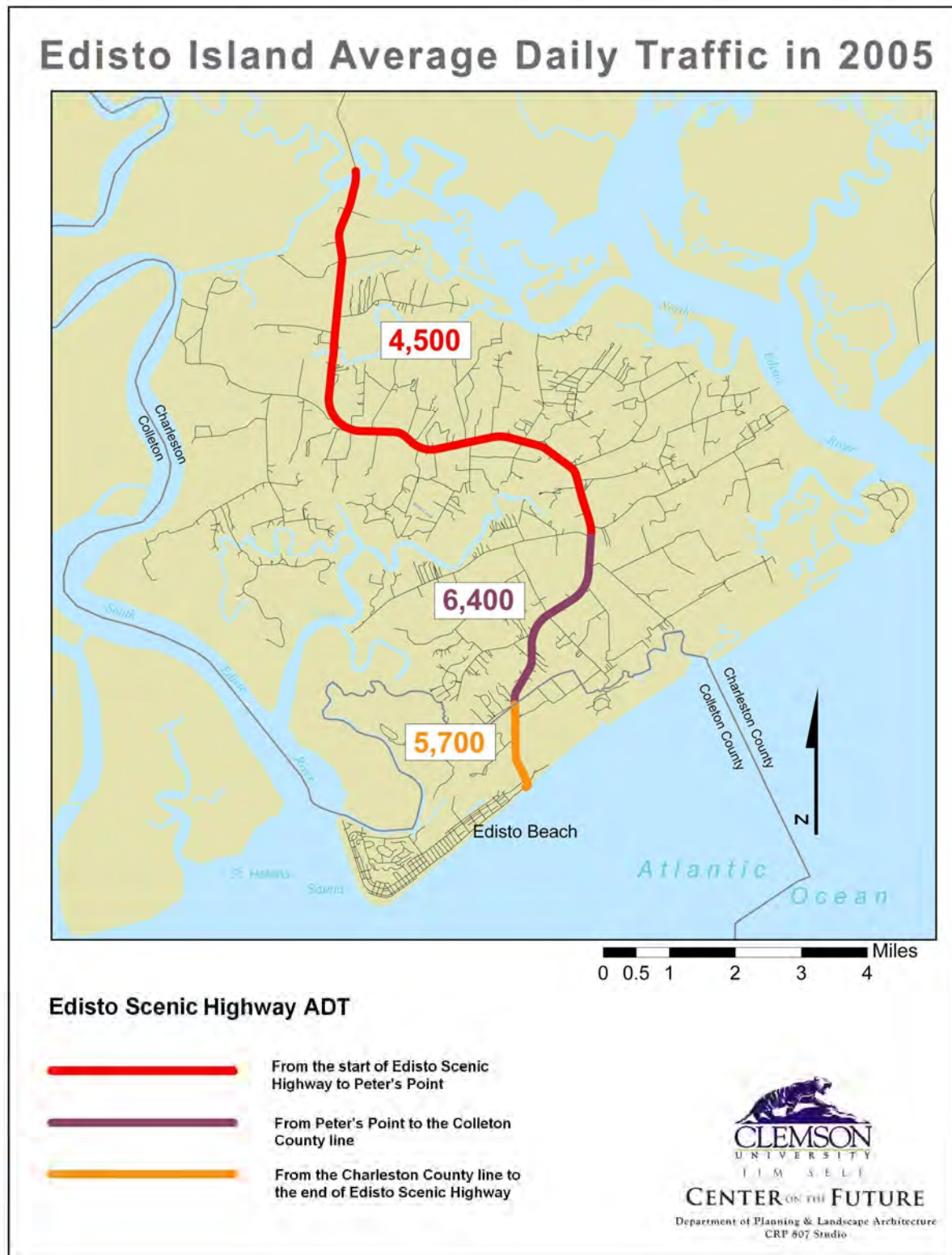
**Figure 4C.4** Average daily traffic of S.C. 174

The differences in average daily traffic for these segments are represented in Figure 4E.4 above. The graph, showing average daily traffic along Scenic Highway 174, provides insight into traffic conditions over the past five years. Though there has been a great deal of variation in the amounts of traffic over this period, S.C. 174 from S-767 (Peter's Point) to Edisto Beach has not changed greatly. Traffic has been slowly increasing from U.S. 17 to S-767 over this time span, perhaps due to new developments in the northern areas of Edisto Island that are accessed via S.C. 174. While not a certainty, the drop in average daily traffic in the middle of the five year period could be due to a general decline in travel after September 11, 2001.

The segment of S.C. 174 from U.S. 17 to S-767 at Peter's Point had daily traffic increase by 500 vehicles from 2001 to 2005. The next segment of S.C. 174, from S-767 to the Colleton/Charleston County line, had traffic increase by 1,000 vehicles over the four-year period.

The final segment of S.C. 174, from the Colleton/Charleston County line to Edisto Beach, had daily traffic increase by 1,900 vehicles during the same time period. The traffic along S.C. 174 will likely continue to increase in the future as more people discover the area and the many things it has to offer, especially as areas exhibiting these qualities become rarer.

The map on the following page, Figure 4C.5, is a visual depiction of the daily traffic on Scenic Highway 174 in the year 2005.

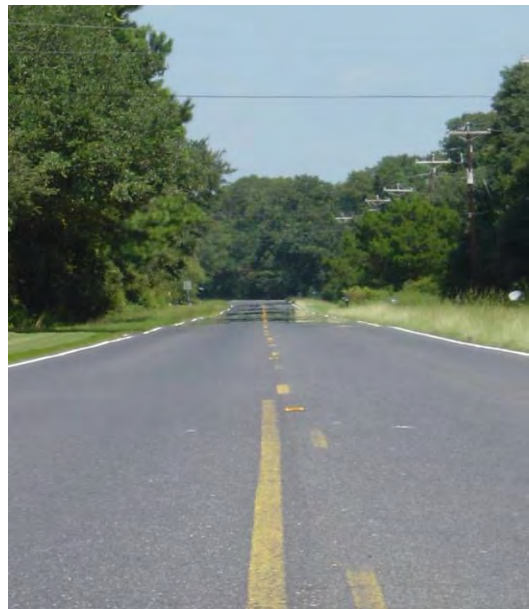


**Figure 4C.5** Average daily traffic



## **Accident Records**

Certainly some traffic accidents occur on Highway 174. Fortunately, relatively few take place on the portion of the highway located on Edisto. It is estimated that approximately 12 traffic accidents occurred on the Colleton County portion of Highway 174 from 2003 through 2006.<sup>1</sup> There were two traffic accidents on the Charleston County segment of Highway 174 in the year 2005.<sup>2</sup> The most often cited probable cause for traffic accidents on Highway 174 was an animal in the road. Others include a failure to yield right-of-way and distracted drivers. These three instances constitute over half of the recorded probable causes for accidents occurring on Highway 174 between 2003 and 2006.



**Figure 4C.6** Scenic Highway 174

## **Charleston Area Transportation Study**

The Charleston Area Transportation Study (CHATS) is the overseer of transportation planning and programming of improvements for the Berkeley-Charleston-Dorchester region. CHATS is implemented through a combined effort between the South Carolina Department of Transportation (SCDOT) and local cities and counties. The Highway 174 corridor is not included in the CHATS study area, however lessons may still be learned from the study, as there are similarities between Highway 174 and corridors discussed in the study. Also, as Scenic Highway 174 may be absorbed into the study area at some future point, it will be beneficial to develop knowledge of these principles. Charleston Area Transportation Study safety recommendations are generally site specific. Most recommendations in the study concern access management and bicycle and pedestrian travel. Some of the Charleston Area Transportation Study recommendations are included in the Byway Management Strategies chapter of this report.

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<sup>1</sup> South Carolina Department of Public Safety

<sup>2</sup> Berkeley-Charleston-Dorchester Council of Governments

## **Bike and Pedestrian Amenities**

Visitors and residents alike can also enjoy Edisto Island by using two wheels instead of four. There are ample opportunities for the bicycling enthusiast on Edisto all throughout the year. Colleton County has used transportation enhancement funding to construct three foot wide bike lanes on each side of S.C. 174 starting at the Colleton County line and continuing into the Town of Edisto Beach.



**Figure 4C.7** Bicycle lanes on Colleton County portion of Scenic Highway 174

These bike lanes connect to a five mile bike route maintained by the Town of Edisto Beach that extends between the Edisto Marina on Dock Site Road and the Eastern terminus of Jungle Shores Road. The route alternates between an on-street bike route and a separated bicycle path. Signs marked “Bike Route” are located at the beginning of the ride and at each turn along the way. This bicycle route is very popular and well used by both visitors and residents in the Town of Edisto Beach.

Edisto Beach State Park provides a scenic four miles of nature trails for bicycling and recreational walking that are accessed only a short distance from Highway 174. The trail is smooth and flat, and is divided into several interconnecting sections with kiosks at all trail crossings. Pulling of the trail at Scott Creek bend for a brief rest may yield a dolphin sighting, and there is plenty of nature to take in the live oak and palmetto woods or out on the boardwalks crossing the salt marsh.

This system of approximately 10 miles of bicycling routes on Edisto is merely the beginning. With scenic byway status it is felt that this bike routes system could be significantly expanded, providing greater access and recreational opportunities across the island. Extending the bike lanes or shoulder along the Charleston County portion of Scenic Highway 174 would significantly improve the suitability of the entire byway for cycling, as well as improve vehicular safety. Just as Colleton County used transportation enhancement funding to construct the bike lanes, Charleston County would be eligible for the same type of funding.

### **Water, Sewer and Electricity**

Water and sewer service on Edisto Island is generally the responsibility of the individual landowner. Private wells and septic systems serve most of the island. The lack of public sewer has constrained development density. The Town of Edisto Beach provides a central water supply from six wells within its borders and sewer is available on the southernmost end of town, the area farthest from Scenic Highway 174.

The overhead utility lines providing power to Edisto Island parallel Scenic Highway 174 for the entire 17 miles of the byway. The power line is generally visible from the byway, but is often obscured by trees separating the two parallel rights-of-ways. Electric service is provided by South Carolina Electric and Gas.

### **Schools, Libraries and Healthcare**

Students on Edisto Island begin their schooling at Jane Edwards Elementary School, in Charleston County or Edisto Beach Elementary School in Colleton County. Students continue their education at Colleton Middle School and Colleton High School or at Baptist Hill High School in Charleston County.

There are two libraries located on the island: the Edisto Library and the Edisto Beach Library. The Edisto Library, the first branch library of the Charleston County Public Library system, was originally opened in 1931 in the Jane Edwards Elementary School auditorium. The library was later moved to its current location in the hall of the Trinity Episcopal Church. The Edisto Beach Library is a branch of the Colleton County Library system. Bon Secours St.

Francis Hospital, located in Charleston, is a 30 minute drive from the island. The Colleton Medical Center is located in Walterboro. Island Family Medicine is located at 805 Oyster Park Drive just off Highway 174.

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## ***Section 4D***

### ***Existing Planning Efforts***

Charleston County's Comprehensive Plan, originally adopted in 1999 with updates in 2003 and 2004, addresses development issues on Edisto Island. Most of the issues were addressed with information from the Edisto Island Land Use Plan, prepared in 1993. The Edisto Island Land Use Committee developed the original plan as a guide to address development decisions in Charleston County. Its express purpose was to preserve the heritage of the island, to maintain a viable farming economy, to protect the aesthetic quality of the waterfront and to protect water quality. Based on the 1993 Edisto Island Land Use Plan, Charleston County's Comprehensive Plan identifies and addresses the following objectives:

- Preservation of Rural Character,
- Extension of Public Water Supply and Wastewater Treatment Services,
- Waterfront Protection,
- Preservation of Historic and Architectural Resources,
- Farmland Preservation,
- Preservation of Scenic and Historic Roadways,
- Preservation of Family Lands, and
- Use of Rural/Scenic to Serve Existing and New Development

The Charleston County Comprehensive Plan supports many of the goals of the Corridor Management Plan, evident in the excerpt below (p.8-13, 1993)

*c. Preliminary Conceptual Access Plan for SC 174 on Edisto Island*

**SC Highway 174 - Existing Corridor Conditions.** SC 174 is a two-lane rural roadway providing the single means of access to Edisto Island and Edisto Beach. SC 174 is a South Carolina Scenic Byway, designated by the South Carolina General Assembly. There are many significant oak trees lining the highway that should be maintained in order to preserve the scenic character of this roadway. It is also proposed to include a regional bikeway from SC 164 to Edisto Beach (HOH Associates, Inc. 1995).

While SC 174 is the only road accessing Edisto Island, there are several other roads of scenic and/or historic importance that intersect SC 174:

- ☐ Wescott Road (nominated to *National Register*)
- ☐ Manse Road (nominated to *National Register*)
- ☐ Botany Bay Road (eligible for *National Register*)
- ☐ Pine Landing Road (SC 1308) (eligible for *National Register*)
- ☐ Eddingsville Beach Road (eligible for *National Register*)
- ☐ Steamboat Landing Road (SC 968)
- ☐ Peters Point Road (SC 767)
- ☐ Raccoon Island Road

In 1997, SC 174 served 4,000 vehicles on an average day. This number is estimated to increase during summer months by approximately 20 to 30 percent, to as many as 5,200 vehicles. This amount of traffic in no way justifies widening the roadway to four lanes, but it does raise the issue of the need to have safe flow at intersections and during peak period traffic flow periods due to anticipated development traffic.

**Preliminary Conceptual Corridor Access Plan for SC 174.** Future development along SC 174 and changes to the entire SC 174 corridor between SC 164 and Edisto Beach State Park through Edisto Island should be carefully evaluated if the historic and aesthetic integrity of the Island is to be maintained. Few, if any opportunities exist for roads that can be used in lieu of SC 174 to serve traffic. In addition, opportunities to expand peak hour traffic capacity beyond two and possibly three lanes at key intersections are few due to the presence of mature trees and historic resources. Efforts should be made to promote right-of-way acquisition now for future lanes.

As a result, the SC 174 corridor is very conducive to the use of traffic calming techniques rather than pure roadway widening, except at very critical intersections. Several conceptual improvements for the corridor are recommended in Figure 8.1.6.

The Corridor Management Plan for Scenic Highway 174 addresses many of the key issues identified by Charleston County's comprehensive plan, including the importance of preserving the scenic and historic roadways, rural character and historic resources. This preservation process can be aided by establishing buffers, stronger tree preservation standards and signage standards for all roadways on the island.

Charleston County future land use predictions identify Edisto Island as having rural land uses, with Agricultural Residential (one unit per acre) and Agricultural Preservation (one unit per 10 acres) being the dominant use categories.

### **Implications of Existing Policy**

Current policies have implications for the Edisto Island community. The number of political divisions on the island creates several challenges for the community. The portions of the island that are in the Town of Edisto Beach or Charleston County have a zoning ordinance in place for their respective jurisdictions. The land that exists in unincorporated Colleton County, however, does not have zoning unless it is immediately adjacent to an existing community. This patchwork of land regulation reinforces the need for strong communications between jurisdictions.



## **Section 4E**

### ***Important Legislation***

In addition to local regulations, there are other sources of guidance which should be considered as management plans are developed for Scenic Highway 174. Some important federal, state, and county initiatives are highlighted below.

#### **Intermodal Surface Transportation Efficiency Act (1991)**

The Intermodal Surface Transportation Efficiency Act, also known as ISTEA, created the National Scenic Byway Program. Soon after, in 1992, Scenic Byway grants were awarded for the pursuit of the preservation of these valuable roads. Over time, \$74.3 million were awarded for these grants. In 1995, the guidelines for National Scenic Byway designation were released in the Federal Register. In 1996, five years after the creation of the National Scenic Byway Program, 14 National Scenic Byways and six All-American Roads were designated.

#### **Transportation Equity Act for the 21st Century (1998)**

The Transportation Equity Act for the 21<sup>st</sup> Century, also known as TEA-21, reauthorized the National Scenic Byway Program. This act greatly expanded the program between 1998 and 2003 through a \$148 million increase in funding.

#### **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, known as SAFETEA-LU, also reauthorized and expanded the National Scenic Byway Program. Funding for National Scenic Byway efforts is currently a result of the financing options provided by this act. The funding is dispersed in the form of grants,

which are awarded as part of a competitive process. In all, \$175 million is now allotted for the years 2005 to 2009.

### **Department of Transportation Act (1966)**

The Department of Transportation Act helped to create a path to the National Scenic Byway Program. The act states: “It is hereby declared to be the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and Public Park and recreation lands, wildlife and waterfowl refuges, and historic sites.” This concept is very similar to the motivations for the National Scenic Byway Program, created twenty-five years later. Nonetheless, this act shows the increasing desire to protect those road-related amenities deemed too valuable to alter. The only exceptions, as noted in the act, are:

1. There is no prudent and feasible alternative for using that land.
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

### **National Environmental Policy Act (1969)**

The purpose of the National Environmental Policy Act is to bridge the gap between the environment and people so that the environment is protected, preserved, and stimulated for the betterment of all. Specifically listed items for preservation are “important historic, cultural, and natural aspects of our national heritage.” The National Scenic Byway Program continues to promote this principle.

### **South Carolina Coastal Management Act**

The purpose of the South Carolina Coastal Management Act, originally known as the South Carolina Coastal Management Act of 1977, is “to protect the quality of the coastal environment and to promote the economic and social improvement of the coastal

zone.” The Coastal Management Program was born out of this, as well as acts to preserve the many vital coastal areas that both residents and visitors of South Carolina enjoy.

### **Outdoor Signage Regulations**

Since S.C. 174 on Edisto Island is already designated as a state scenic byway, the state of South Carolina requires that no outdoor advertising signs will be erected along the route. Corridor management plans prepared for state scenic byway designation must show how this requirement will be enforced. Because Scenic Highway 174 was designated before communities were required to develop a corridor management plan, it did not have to demonstrate how a sign prohibition would be enforced.

Signage is regulated by Charleston County and Colleton County sign regulations. Charleston County prohibits the following signs anywhere within the county: flashing signs, pennants, streamers, and other animated signs; signs imitating traffic devices or signs; signs in marshes; signs in the right-of-way, snipe signs; vehicle signs; roof signs; banners; and sandwich signs. All lighted signs must be set back at least 100 feet from adjacent property in an agricultural or residential zoning district. Colleton County also prohibits signs within the right-of-way, with exceptions for governmental, temporary, church, historical and emergency signs.

## **Chapter 5**

# **Intrinsic Qualities Assessment**

The intrinsic qualities assessment is an integral part of the National Scenic Byways designation process. A byway must show that it meets the criteria, listed in the federal register, for at least one of the intrinsic qualities in order to be designated as a National Scenic Byway. The six intrinsic qualities included in the National Scenic Byways designation process are scenic, cultural, historic and archaeological, recreational and natural. Clemson University's Jim Self Center on the Future at the Strom Thurmond Institute compiled data provided by Clemson University Department of Planning graduate students in the Comprehensive Studio and researched specific issues. The review process of the compiled data involved staff from the Jim Self Center on the Future as well as members of the Scenic Highway 174 Coalition. A portrait of the unique intrinsic qualities of the Scenic Highway 174 is painted in the following sections. These include: scenic qualities, cultural qualities, historic and archaeological qualities, recreational qualities, and natural qualities.

## Section 5A

### Scenic Quality

*“Scenic Quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape -- landform, water, vegetation, and manmade development -- contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.”*

- National Scenic Byways Program

Immediately upon arriving on Edisto Island, via the McKinley Washington Jr. Bridge, visitors are greeted by the majestic blues and greens of Edisto's pristine waters, marshland, and maritime forest. The locations for each of the following types of scenic views can be found on the map on page 66.



**Figure 5A.1** View from the McKinley Washington Bridge upon entering Edisto Island.



**Figure 5A.2** View from the McKinley Washington Bridge upon entering Edisto Island.

### **Agricultural Legacy**

Remnants of Edisto Island's former status as a center of agrarian life still exist today in the empty hayfields that dot the region. Gone are the days of rice, indigo and cotton, which once made Edisto Island landowners wealthy, replaced now with

subsistence farming and small scale commercial agricultural activities. While large scale operations have all but disappeared, their legacies live on in the green pastures, tomato fields and bales of hay scattered along Scenic Highway 174.



**Figure 5A.3** Pastureland on Edisto

### **Marsh Views**

Marsh views are abundant and are some of the most distinguishable features of South Carolina's lowcountry, and of Edisto Island in particular. Ecological habitats and the opportunities for wildlife viewing are obvious as one travels down Scenic Highway 174. Some common species that are visible in this habitat include egrets, dolphins, endangered woodstorks, bald eagles, brown pelicans, and alligators.



**Figure 5A.4** View of marshland.

## **Rural Roads**

Edisto Island's rural character is further illustrated by its abundance of unpaved roads. These thoroughfares of compacted sand provide efficient and safe travel surfaces as well as spectacular views and access to some of the islands more natural and well-preserved landscapes.



**Figure 5A.5** Rural road on Edisto.

Hidden among the southern live oaks and thick green foliage of Scenic Highway 174, there exist small intimate spaces that offer refuge from contemporary life. From the fruit and vegetable stands just off the roadway to the public garden adjacent to the Old Post Office, there are numerous spaces that provide a chance to venture off of the roadway to stop and take in the scenery.

## **Cultural Heritage**

Much of the Cultural life on Edisto Island revolves around the many churches which dot the landscape. Many of these houses of worship date back to the 18th and early 19th centuries, some are on the National Register of Historic Places which recognizes significant architecture and the longevity of noteworthy structures. Edisto Island Presbyterian Church, Trinity Episcopal Church and The New First Missionary Baptist Church are currently on the National Register, representing only a few of the unique valuable manmade features seen throughout the Scenic Highway 174



**Figure 5A.6** Edisto Island Presbyterian Church



corridor. More information regarding the historic churches on Edisto Island can be found in the Historical and Archaeological section, on page 73.



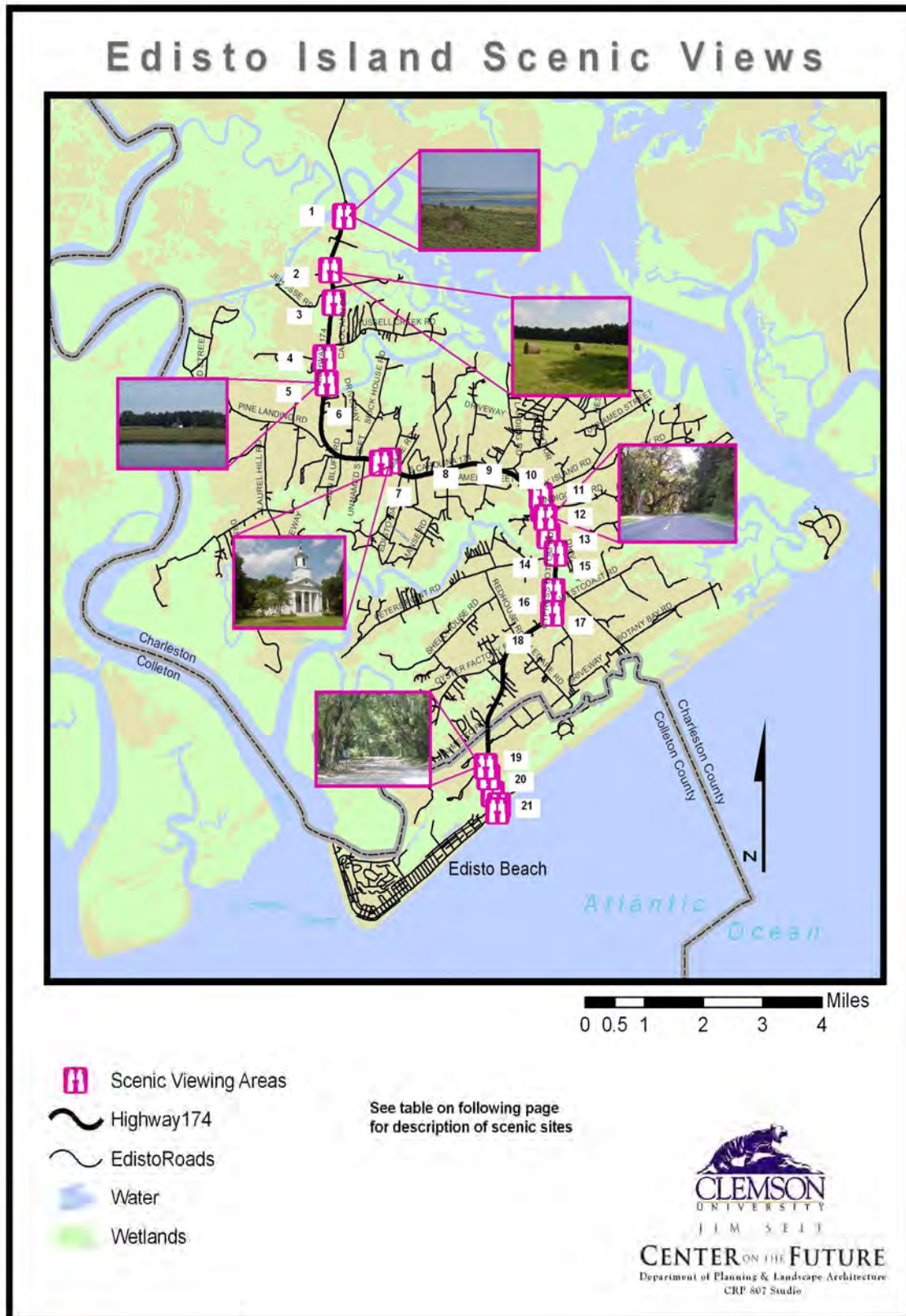
**Figure 5A.7** Live Oaks line Scenic Highway 174.

### **Live Oak Canopy**

*Quercus Virginiana*, or the southeastern live oak as it is commonly known, flanks both sides of Scenic Highway 174 in many places. These majestic old trees, which have grown on the island for centuries, stretch their wide low limbs across the roadway enveloping

visitors in a shade of green foliage and ribbons of Spanish moss.





**Figure 5A.8** Edisto Island scenic views.

Scenic View	Description
1	View from McKinley Washington Bridge over the Intercoastal Waterway including marsh views with birds and wildlife, Watts Cut and the Dahoo River
2	View of agricultural fields along Highway 174
3	View of Jehosse Creek marshes, fishing, crabbing, and shrimping are popular here
4	Russell Creek overlook with view of Windsor House
5	Geechie Boy Farm, tomato growers with roadside retail outlet
6	Russell Creek and Civil War crossing
7	Historic Presbyterian Church
8	Kings Market and Farm roadside vegetable business
9	Highway 174 and Steamboat Landing Road
10	Sweet grass basket ladies, an endearing remnant of Gullah/Geechie culture
11	Old First Baptist Church, listed on the National Registry of Historic Places
12	Trinity Episcopal Church, rebuilt after the hurricane of 1893 by a former slave, exquisite interior woodwork
13	Zion Reformed Episcopal Church
14	Live oak corridor along Highway 174
15	Bailey's Store, an early center of island commerce
16	Marsh views of Botany Bay plantation and Allen AME Church
17	The Mystery Tree, decorated seasonally by an unknown island resident
18	Wescott Road , a remnant of the old King's Highway which preceded Highway 174
19	View of causeway to Edisto Beach
20	View from causeway of Jeremy Cay and Big Bay Creek
21	Termination of Highway 174 with ocean view

## Section 5B

### Cultural Quality

*“Cultural Quality is evident and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc. are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and / or ethnic traditions.”*

– National Scenic Byways Program

The most distinctive cultural community on Edisto Island is the Gullah community. Edisto Island still has a large number of Gullah people who relate closely with their ancestors and who carry on their traditions. The addition of many new families on the island over the last few decades has begun to broaden the cultures on the island. Edisto Island’s residents have an appreciation for the island’s culture and visitors are able to immerse themselves in it by visiting local restaurants, roadside stands and galleries.

### Gullah Culture

The roots of Gullah culture come from the Africans who were brought to the Sea Islands of Florida, Georgia and South Carolina to work on plantations. Gullah culture thrived on Edisto Island because the Africans were often separated from the whites, which allowed them to speak their own languages and retain their customs. The Gullah dialect came about as a mix of the many different African languages spoken by those brought to the Sea Islands and the English spoken by plantation owners. Today there are people living on the Sea Islands who still speak Gullah and continue to pass down their stories and songs to the next generations. These stories and songs are an important part of the Gullah culture because they tell of the history of the people and play a vital role in continuing the traditions of this unique culture. Many of the stories and songs have a religious basis and others

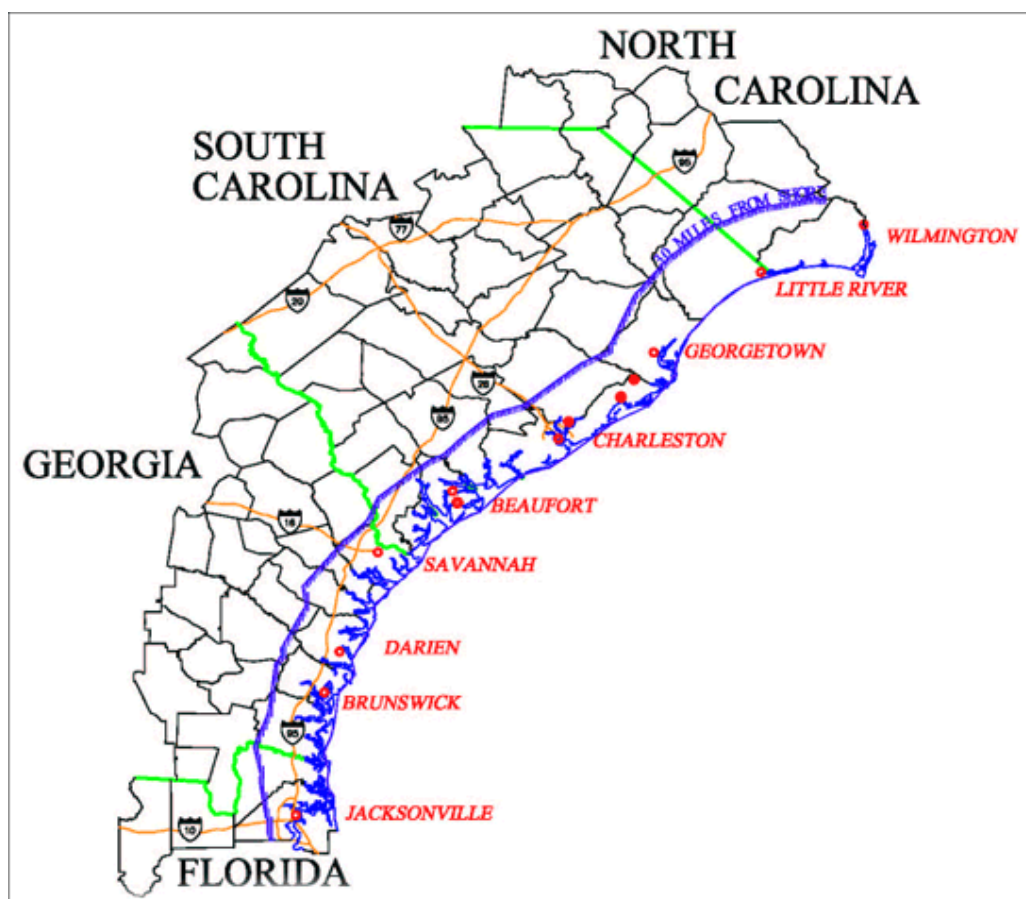


**Figure 5B.1** Restaurant featuring Gullah cuisine

are folklores that tell of ghosts. Another distinct aspect of Gullah culture is the cuisine, which has always been made from fresh ingredients found on the island or in the sea.

During and after the Civil War, many of the Gullah people became landowners and controlled much of the land on the Sea Islands. These people and their descendants kept the Gullah culture alive on the islands for many generations.

More recently, as the Gullah people have begun to leave the area, the culture is thought to be in danger. Encroaching development and the resulting rise in property taxes are threatening the Gullah people and their culture. Efforts to preserve Gullah culture by local non-profits and national groups, such as the Gullah/Geechee Sea Island Coalition and the National Park Service, received an important boost with Congress' passage of the National Heritage Areas Act of 2006 that included the Gullah/Geechee Cultural Heritage Corridor.



**Figure 5B.2** The Gullah/Geechee Cultural Heritage Corridor

Championed by Congressman James Clyburn of South Carolina's 6<sup>th</sup> district, the Corridor recognizes an area (outlined in blue in the map above) along the coasts of northern Florida, Georgia, South Carolina and southern North Carolina where the Gullah/Geechee culture thrived historically and is still maintained today. A commission has been established to oversee the interpretation and preservation of the Gullah/Geechee story and heritage through the promotion of its folklore, arts and crafts, and music. The commission will assist federal, state, and local government entities, along with private organizations, within the corridor area in identifying and preserving sites, historical data, and cultural phenomena associated with the Gullah/Geechee people. Scenic Highway 174 lies completely within the Gullah/Geechee Cultural Heritage Corridor and provides a vital connection between this unique culture and what Congressman Clyburn has described as a growing heritage tourism industry.<sup>1</sup>

### **African American Coastal Trail**

The African American Coastal Trail begins in McClellanville and travels through Charleston and Dorchester Counties to reach Colleton County. The trail follows Scenic Highway 174 across Edisto Island and then into Edisto Beach. The purpose of the trail is to educate people about the way of life and the contributions made by Africans and their African American descendants. The Zion Baptist Church on Edisto Island is one of the sites on the African American Coastal Trail. The church was built in 1818 and was turned over to African American members in the mid-19<sup>th</sup> century.

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<sup>1</sup> US Congressman James E. Clyburn. <http://clyburn.house.gov/district-gullah.cfm?id=64>





Figure 5B.3 African American Coastal Trail

### **Edisto Island Arts and Crafts**



**Figure 5B.4** Sweetgrass baskets



**Figure 5B.5** Sweetgrass basket stand

The influence of art on Edisto Island's culture can be seen by driving down Scenic Highway 174 and noticing the sweetgrass basket stands, the marsh art and various other artistic expressions. The art of making baskets from sweetgrass, with interwoven pine needles and palmetto fronds, was brought to the island by the Africans. The baskets were initially used on plantations to carry and store items and later became a source of revenue for the freed slaves. The art of making sweetgrass baskets has been passed down from generation to generation by people on Edisto Island. While they are found in national galleries and museums, the beautifully crafted sweetgrass baskets are still sold in stands along the road as well as in local shops and galleries. A list of Edisto Island art galleries can be found in the Recreation and Tourism section. These galleries showcase local artists and provide an opportunity to learn more about arts on the island.



**Figure 5B.6** Local art on tree bark

### **Edisto Lifestyle**

Edisto Island's economy was driven by plantations from the 17th century into the 20th century. The planters who moved to the island were in search of wealth, which they found with the production of Sea Island cotton. The planters' homes were often built on bluffs overlooking

the plantations and had beautiful gardens nearby. Edisto Island was home to many of the planters only during the winter and spring, as they moved inland to escape the heat of the summer.



**Figure 5B.7** Local “Mystery Tree”

This climate is largely responsible for the island’s laid-back lifestyle and beach atmosphere. Both residents and visitors appreciate the fact that life moves at a slower pace on the island. When speaking with residents, one of the most commonly mentioned aspects of Edisto Island is its quiriness. This quiriness can be seen through the various displays of art, such as the mystery tree. The mystery tree is located in the marsh and is decorated year-round with different seasonal items. The mystery that surrounds this tree is the fact that no one knows who does the decorating! Another prominent aspect of Edisto Island’s lifestyle is that residents are very passionate about the island. The residents realize the uniqueness of a relatively undeveloped island in the midst of surrounding rapid growth. The residents are seeking ways to protect the island’s history, culture and natural amenities through various community and non-profit groups.



## **Resources**

Gullah Culture. Retrieved March, 2007, from the Public Broadcasting Service Web site:

<http://www.pbs.org/now/arts/gullah.html>

Gullah History. Retrieved March, 2007, from the Hilton Head Island Gullah Celebration Web site: <http://www.gullahcelebration.com/aboutus.html>

Sweetgrass Baskets. Retrieved March, 2007, from the Beaufort County Library Web site:

<http://www.bcgov.net/bfllib/sweetgra.htm>

Sweetgrass Basket History. Retrieved March, 2007, from the Sweetgrass Baskets By Design Web site: <http://www.sweetgrassbaskets.com/feedback.htm>

The African American Coastal Trail. Retrieved March, 2007, from the South Carolina Heritage Corridor Web site: <http://www.sc-heritagecorridor.org/html/r4coastal2.html>

## **Section 5C**

### ***Historic and Archaeological Qualities***

*“Archaeological Quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past...”*

*“Historic Quality encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.”*

- National Scenic Byways Program

Edisto Island's archaeology and history reveal fascinating stories from the past that intrigue both residents and visitors. While the entire coastline of South Carolina has tremendous archaeological and historical resources, in many areas that past has been lost or obscured by inappropriate development. Edisto is fortunate that many archaeological and historic sites remain and that various island groups are committed to the protection and preservation of those sites.

### **History of the Island**

The recorded history of Edisto Island is a fascinating account that covers over five centuries of stories, legends and folklore. The pre-European contact history of Edisto is equally as textured, but more difficult to reconstruct.

## ***Prehistory***

A fossilized elephant rib found at Edisto Beach in 1983 had cut marks, an indication that Edisto was at the very least a hunting grounds by 10,000 B.C. Spanish Mount Point, a shell midden, though much reduced by erosion, is still an important archeological site. It dates circa 2000-1000 B.C. Many pottery sherds and arrowheads from the Woodlands period (circa 1000 B.C.-500 A.D.) have been found on Edisto.

Edisto island is named for the Native American tribe that inhabited it at time of contact – the Edisto (or Edistow) people, one of the Cusabo tribes. Population estimates for the group indicate that several hundred natives inhabited the island around the time of English settlement. According to



**Figure 5C.1** Edisto Island Museum

contemporary maps, the Edisto village was located somewhere near current Highway 174, between Edingsville Beach Road and Oyster Factory Roads. The village was central to government and social life, and was an active place in the summer. In the autumn, Edistos moved nearer their fields for harvest and stayed there through much of the winter. They cultivated fields of corn, squash, beans, watermelons and pumpkins that were scattered throughout the forest. Homes were circular structures of wattle and daub. A cacique, or chief, led the tribe, and women played an active role in village councils. Women also greeted visitors, a practice that confused European explorers—they assumed if they were greeted by a woman it meant the chief was absent from the village. The Edistos were semi-nomadic, moving from village to fields.

By the mid-1700s, the native population had plummeted, due to displacement and disease. The Edisto tribe is one of two recognized Native American tribes in South Carolina, but today's Edistos are descendants of Native Americans who lived along the Edisto River, not on Edisto Island.

## ***European Settlement***

South Carolina's coastline in the 16th and 17th centuries played host to several unsuccessful attempts at establishing a permanent presence, including the Spanish settlement at Santa Elena and France's Charlesfort. The first European to settle on Edisto was Father Juan Rogel, a Spanish Jesuit priest, who established a mission to the Edisto Indians in 1569. He stayed on Edisto until December 1570 and left impressed by the Native Americans' "truth, peace, and simplicity," but convinced they could not be converted unless they gave up their nomadic ways and sent their children to a mission school. There were no further Spanish attempts to settle or proselytize on Edisto Island, and it would be nearly 100 years before the English came to Edisto.

In 1663, King Charles II of England granted the land that would become North and South Carolina to eight well-connected noblemen, who were made the Lords Proprietors of Carolina. Lord Anthony Ashley Cooper was the most active in encouraging settlement. The Lords Proprietors sent a number of explorers to Carolina to determine the best location for settlement. Their initial choice was on the Cape Fear River, but that settlement was shortly abandoned. One of its settlers, Robert Sandford, explored the southern coast of the province for another location. On July 1, 1666, he was at Bay Point on Edisto Island. A number of Native Americans were present, including a casique of the Kiawah tribe. The casique suggested the English settle near the mouth of the Ashley River, apparently under the impression that having a white settlement near them would be good for his people. That location became the site of the present city of Charleston, and Edisto Island retained its rural character.

While the major settlement of the Carolina Colony would occur up the coast, Edisto Island and the other Sea Islands came under the dominion of the Lords Proprietors through the grant from Charles II and two treaties with Native Americans. A 1675 treaty paid the Native Americans with beads, hatchets and other goods for their land and another treaty in 1683 paid them 100 pounds. Negotiating a firm commitment was sometimes difficult, as there were numerous groups for the English to deal with and, although the Native Americans voted on treaties, no individual was bound to abide by the vote.

Early maps show Edisto Island as Locke's Island, for John Locke, who wrote the Fundamental Constitutions, but over time the island would become known as Edistow or Edisto. In 1674, Lord Proprietor Ashley Cooper directed his agent in Carolina to place his barony and a town on Locke's Island, out of the reach of "the Government" in Charletowne. "The Government," however, thought Edisto too remote, and convinced Cooper's agent to take land on the Ashley River for Ashley Barony. After the 1683 treaty, the Lords Proprietors began to grant land on Edisto, but there was no further discussion of a town. In October 1683, Paul Grimball received a grant of 1290 acres at Point of Pines, and the Grimballs became the first European family to live on Edisto Island. They build a substantial home, with a tabby foundation. In 1686, Spanish pirates raided the Island and destroyed Grimball's house. Its ruins are extant and listed on the National Register of Historic Places.

English settlers had come to Carolina to make a profit, and they experimented with many crops in their search for a cash crop that would bring them wealth. Grimball raised corn and tobacco and had 100 pigs, undoubtedly allowed to range freely across the Island. He also raised turnips and peas as foodstuffs. The first fortunes made in South Carolina were made in livestock, deerskins and naval stores, which were exported to Barbados. Rice was the first important crop, but Edisto Island was not suited to rice production. In the 1740s indigo came into its own as a staple crop, and it would be the mainstay of Edisto's economy until the Revolutionary War, when England ceased to be a market for American indigo. Depressions in the ground left by indigo vats can still be seen on Edisto.

Indigo had provided a steady income for Edisto planters, but the next crop, Sea Island cotton, would produce enormous wealth and require an ever-increasing slave population. Edisto's impressive collection of antebellum plantation houses dates from the cotton era, as do two of her churches and a



**Figure 5C.2** Early farm life on Edisto

number of slave cabins. All of the homes are privately owned, though an annual tour of homes offers outsiders the chance to visit these homes, a vital connection to Edisto's history.

### **Civil War Era**

On the eve of the Civil War, in 1860, Edisto was arguably the most prosperous of all the Sea Islands on the South Carolina coast and one of the largest sources of cotton, which propelled the state's economy for decades. Most planters spent part of the year in fine homes on Edisto and part of the year in even finer homes in Charleston. They summered at "the salt" or in the mountains, as summer living on the Sea Islands was considered unhealthy for white people. Edisto planters had their own resort, Edingsville. Many Edistonians had houses there, and a hotel, the Atlantic House, also welcomed visitors. Its owner, E. S. Mikell, advertised the Atlantic House as a "salubrious Atlantic Watering Place . . . free from the influence of the country atmosphere." This was Edisto's earliest documented effort to draw paying visitors.

When the Civil War began, most of Edisto Island's planters enthusiastically embraced the Confederate cause. As sectional differences heightened before the War, the Calhoun Artillery, a local militia group, fortified Botany Bay Island with cannons. The Confederate Army also fortified Bay Point and Otter Island. Despite these efforts, Edisto was still strategically vulnerable, and on 9 November 1861 the Confederate government ordered the evacuation of the island. All citizens loyal to the Confederacy were to leave, taking all valuable property, including livestock and enslaved African Americans. Crops that remained in the fields or in barns were to be destroyed to keep them from benefiting the enemy. Most planters did not follow the order about evacuating all slaves, and once the planters and house slaves had fled on steamers and private boats, the Island had a population of approximately 1,000. This group lived undisturbed through the end of the year, but on 18 January 1862 someone on the Edisto took a shot at Confederates stationed on Jehossee Island. A Confederate force was sent to capture the offender, round up all slaves, and destroy or confiscate remaining foodstuffs. From January 22-24, 120 infantry and 65 cavalry undertook this expedition. By the end of the day on the 24<sup>th</sup>, they had

captured about 80 slaves, killed three, brought off livestock and burned corn and cotton. The remaining African Americans barricaded themselves on Botany Bay Island.

The Union Army joined those who remained in the spring, as the Sea Islands fell to Union forces. One minor skirmish took place on the island. The Battle of Little Edisto occurred on 28-29 March 1862, near the Highway 174 bridge over Russell Creek. Union troops remained on the Edisto and used it as a staging area until 17 May 1862.

Along with Union troops came a group of northerners who were intent on a bold social experiment, the Port Royal Experiment. As the Sea Islands fell to Union forces, leaving large numbers of enslaved African Americans, the Federal government and northern philanthropic interests collaborated to educate the black population and to prove they could work as free laborers for a wage rather than as coerced labor. While the Port Royal Experiment was based further south, Edisto was a part of the effort.

In the spring of 1862, four white “superintendents” were sent to Edisto to supervise planting. The experiment was designed to not only produce a cash crop and prove a point, but also to return a profit for the superintendents and the Federal government. By April, the cotton was up and food crops were planted. Expectations were high for a good crop. Unfortunately, reverses in the field led to the consolidation of Union troops and in July, and Edisto was once again evacuated. This time the evacuees were Edisto blacks and the superintendents, who protested that they had crops in the field and no way to survive should they be evacuated. The Army prevailed and 1600 people (the number on the Island had been swollen by “contrabands” who had followed the Union army and runaways from nearby plantations) evacuated, along with what possessions they could carry, including pigs and chickens. Large camouflaged flatboats left Edisto for St. Helena Island, where the population of Edisto resettled at St. Helena Village. Some of the able-bodied men were impressed into service as laborers at Fort Pulaski and some joined the Union Army. Those who joined the Army served in the First South Carolina Volunteers, a black regiment. They saw action (as did a few of their former masters on the Confederate side) at the Battle of Honey Hill and served alongside the Massachusetts 54<sup>th</sup>, who were memorialized in the movie “Glory.”

Edisto became a “no-man’s land,” with occasional scouting parties of both Union and Confederate troops. In January 1865, General William T. Sherman issued his



infamous Field Order #15, confiscating roughly 400,000 acres of land from Florida to Charleston for the newly freed slaves. President Lincoln established the Bureau of Refugees, Freedmen, and Abandoned Lands to supervise the distribution of 40-acre plots of land and assist the freedmen. In mid-February 1865, the African Americans who had been forcibly evacuated to St. Helena returned to Edisto as freedmen. Displaced freedmen from other areas once again swelled their numbers. Teachers such as Mary Ames and Emily Bliss came to set up schools on the island. The freedmen formed churches, and once again, Edisto became part of a noble experiment. Unfortunately, Sherman's Field Order proved to be of no value to the freedmen. President Andrew Johnson overturned it in the fall of 1865, and Edisto's white planters returned to reclaim the land they had held title to before the Civil War.

### **Reconstruction to the Present**

After the War, Edistonians, white and black, struggled to make a living and to find ways to accommodate their new status. Black leaders such as Jim Hutchinson participated in Republican politics and organized the collective purchase of land from white planters. Production of cotton continued and yield began to rise. Jim Hutchinson's son, Henry Hutchison, built a substantial house on the island in 1885, a testament to the success of black farmers and entrepreneurs. Political tensions remained, however, and in 1882, Jim Hutchison was assassinated on the island. Although the crime took place in broad daylight, no one was prosecuted.

Cotton remained the main cash crop on Edisto until the invasion of the boll weevil in the 1920s. Even before the boll weevil, some farmers had diversified by raising truck crops, and eventually tomatoes and melons would become the main cash crop. Edistonians also engaged in commercial fishing, shrimping and oystering. Oysters were packed commercially on Edisto beginning in the 1920s.

Still, Edisto Island remained a quiet and undisturbed place until the resort development began to take place on the southern tip of the island, now known as Edisto Beach. The first bridge over the Dawhoo River was completed in 1920, linking Edisto and the mainland for the first time. In 1926, the Edisto Beach Company of Sumter, SC



began development of McConkey's Island (now Edisto Beach). Advertised as "A Seaside Development," the promoters described it as "the most accessible undeveloped beach property on the South Carolina coast." They took great pains to describe the road leading from Adams Run to McConkey's, now Highway 174:

From the neighborhood of Adams Run right into the heart of Edisto Island is being at present constructed an excellent, broad, surfaced, road, with good bridges of concrete and other durable construction. Across the Dawhoo is thrown a fine steel draw bridge, which makes it open to the traveler at all times to enter Edisto Island without delay. This new road runs into what is locally known as the "King's Highway," an ancient, publicly worked, road that has traversed Edisto Island for many generations. Turning from the new road to the left onto this "King's Highway," one will travel a picturesque route, where mammoth live oaks, draped with moss, shade the inviting way, as one passes year-round green foliage and smiling flowers in going to the Edisto Island Post Office. The public road continues straight on from there to a right-hand fork, which leads around to "Freedman's Village," through which the road runs on to the McConkey Plantation house. All of this road is perfectly passable at present and in all conditions of weather.

This "ancient road," State Highway 174, still cuts through Edisto's scenery and history in a majestic fashion. Several portions of the former path exist along the current path of Scenic Highway 174, most notably a stretch called Wescott Road, located near the midpoint of the highway.



**Figure 5C.3** One of many paths on Edisto Island

## **National Register Properties**

Edisto Island has over thirty properties listed on the National Register of Historic Places, which is relatively high given the geographic size of the area. One, Brick House, is a National Historic Landmark, the nation's highest honor for historic sites. An additional 15 or so properties have been determined eligible for listing, a status that affords the same level of protection as Register listing. Four areas have been identified as potential National Register Districts, including the Botany Bay Road area. Most of Edisto's Register and Register eligible properties revolve around the plantation life of Edisto's past, though there are other properties of note. The following sections discuss many of these properties in further detail and how they contributed to the history and the development of Edisto Island. The properties are divided into three subsections: plantations, churches, and other significant features.

### ***Plantations***

Edisto's rich agricultural heritage provides the island a large concentration of plantation homes. Once surrounded by necessary outbuildings such as kitchens, sheds, privies, ice houses, barns and slave houses, many now stand in isolation, making the extant outbuildings even more significant. All of the homes are privately owned. All are listed on the National Register of Historic Places or have been declared eligible for Register listing.

**Bleak Hall Outbuildings**, circa 1840, are all that remain of John Townsend's Bleak Hall. The buildings include a small tabby garden shed, a tabby equipment shed, and a Gothic Revival style ice house.



**Figure 5C.4** Brick House

**Brick House**, circa 1725, is a National Historic Landmark due to its architectural significance. Although the house burned in 1929, the ruins clearly show a French influence that is unique in the lowcountry.

**Cassina Point**, circa 1850, is a 2 ½ storey side-gabled antebellum home that was built for Philadelphian James Hopkinson and his wife Carolina Lafayette Seabrook Hopkinson. Mr. Hopkinson was the grandson of Francis Hopkinson, a signer of the *Declaration of Independence*, from New Jersey. Named after the cassina bush that is found throughout Edisto, the house was occupied by the Third New Hampshire Regiment of the Union from 1862 to 1865.



**Figure 5C.5** Cassina Point

**Crawford Plantation House**, circa 1830, served as home for Mary Ames and Emily Bliss in 1865, when they came south from Massachusetts to teach freedmen and their children.

**Frogmore**, circa 1820, is an example of the simple form often used in plantation architecture on Edisto. The two-story, hip-roofed structure sits on a raised brick foundation. It was constructed Dr. Edward Mitchell, and was occupied during the Civil War by the 55<sup>th</sup> Pennsylvania Regiment.

The ruins of the **Paul Grimball House**, circa 1682, document the history of the first English settler on Edisto Island. Paul Grimball was granted 600 acres on the island in 1682. In August 1686, the Spanish sacked, occupied and plundered his property. The

ruins indicate that the house was a large square structure, probably constructed of tabby and brick.

**Middleton Plantation** (also known as The Launch), circa 1800, is one room wide to catch the breezes from Store Creek. The simple exterior belies the elegant interior, with elaborate moldings, tripartite windows and a curved staircase in a large central hall.

**Oak Island**, circa 1828, is one of several Seabrook plantations on the Island. Built for William Seabrook, Jr., many of the architectural details are similar to Cassina Point, Windsor and Middleton, pointing to the possibility that a local planter hired out a slave artisan who worked on many Edisto homes. Union soldiers occupied the property during the Civil War, and New Hampshire photographer Henry Moore documented the house, outbuildings and formal gardens.



**Figure 5C.6** Oak Island

**Old House Plantation**, circa 1735, is the oldest extant home on the Island. In the nineteenth century, it was expanded and remodeled in the Greek Revival style.

**Peter's Point Plantation**, circa 1800, was once one of the largest plantations on the island. The home is an example of blended architectural styles incorporated from functional early-1800s plantation style to Greek revival to Charleston piazzas. Peter's Point was home to one of the island's most prosperous land owners, I. Jenkins Mikell, and was also the location where Lafayette left Edisto after his visit in 1826.

The **Point of Pines Plantation Slave Cabin**, circa 1850, is one of the few remaining examples of slave dwellings on the island. The cabin is located along what was once a "slave street" leading up to Point of Pines Landing.



**Figure 5C.7** Prospect Hill

**Prospect Hill**, circa 1792, is located on a high man-made bluff over the South Edisto River. The house was once surrounded by formal gardens, but from the front windows and porch cotton was visible, growing in reclaimed marsh. Remains of the polder dikes that held back salt water are still visible.

The **William Seabrook House**, circa 1810, is one of the more ornate of Edisto's plantation homes. The Federal style home was built for William Seabrook, Sr. who was a planter and entrepreneur. He was part owner and operator of the Edisto Island ferry that provided services between Edisto, Charleston, and other Carolina Sea Islands in the first half of the nineteenth century.

**Seaside Plantation House**, circa 1800, was constructed for William Edings, a prominent planter on the island who later became a state representative. Unlike many of the grand plantation homes, this house is one room deep with a piazza along the southeast side.

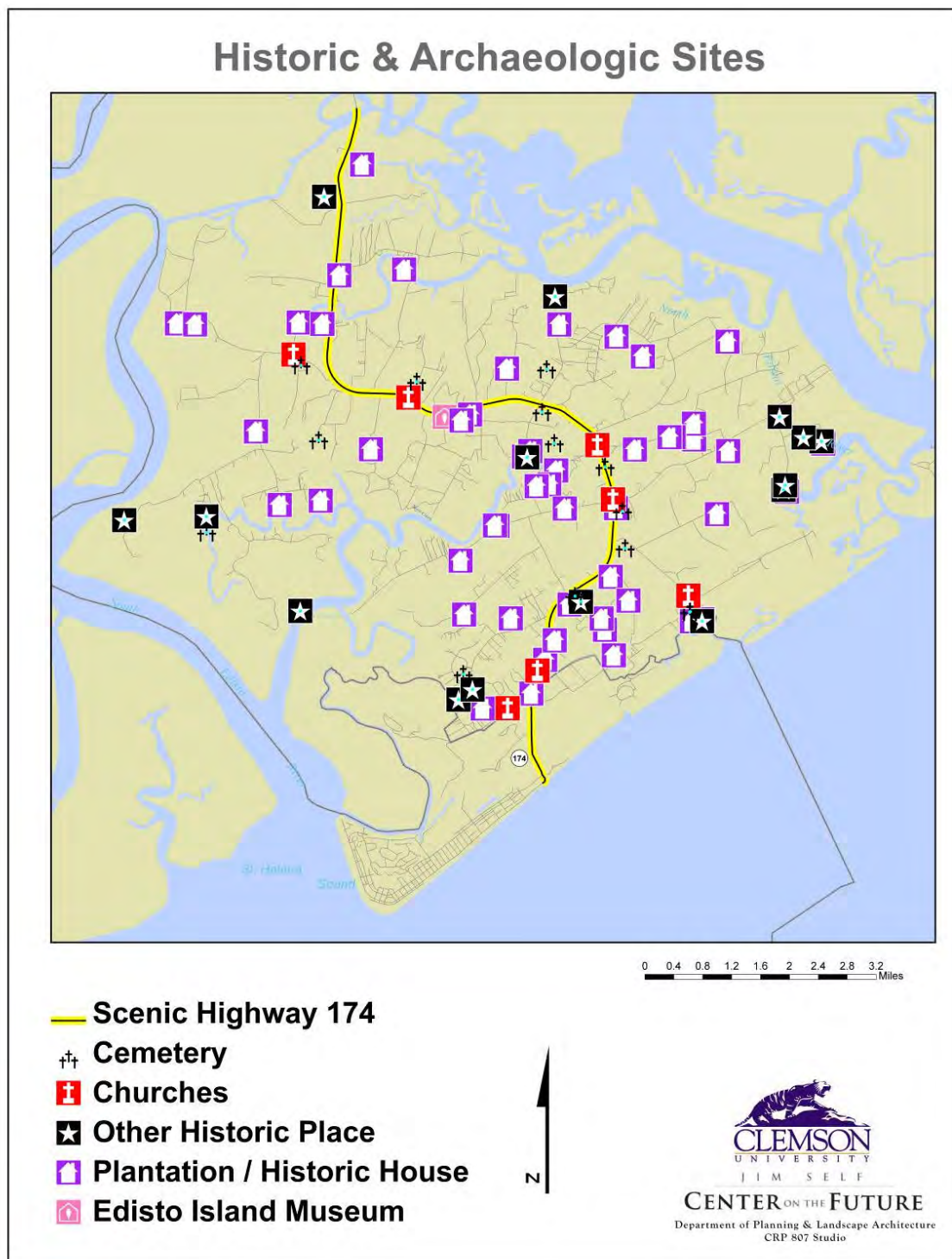
**Sunnyside Plantation**, circa 1875, is Edisto's only postbellum plantation home. Its owner, Townsend Mikell, not only grew Sea Island cotton, but also owned one of the Island's commercial cotton gins.

The **Tabby Oven Ruins**, circa 1815, are archaeologically significant because they are the only documented remains of tabby ovens. They were built for Hephzibah Jenkins Townsend, who, with a slave woman named Bella, ran a commercial concern that shipped baked goods to Charleston for sale. Proceeds from the business were used to build the Edisto Island Baptist Church (now called Old First Baptist).

**Windsor Plantation**, circa 1857, was constructed as a wedding gift for one of Edward Whaley's sons. The plantation, also known as Little Edisto plantation, was one of the last grand homes to be constructed on Edisto before the Civil War.

Figure 5C.8 below shows the locations of plantations, churches, and other historic sites on Edisto Island.





**Figure 5C.8** Historic and archaeological sites on Edisto

## **Churches**

**New First Missionary Baptist Church**, circa 1818, was the first Baptist Church on the island. Constructed on a tabby foundation, in 1834 the clapboard structure housed a congregation of two white congregants (Hephzibah Townsend and her daughter) and 119 slave congregants. After the Civil War the trustees of the Baptist Church deeded the land and building to the freedmen who had worshipped there as slaves.

The **Edisto Island Presbyterian Church**, circa 1830, is home to one of the earliest Presbyterian congregations in South Carolina. The Greek Revival structure has a slave gallery and a raised pulpit (restored in 2002). The churchyard holds many fine example of the tombstone carver's art, including monuments by renowned local carvers, the White family of Charleston.



**Figure 5C.9** Edisto Island Presbyterian

The **Presbyterian Manse**, circa 1838, is a simple clapboard structure, as befits the home of Presbyterian clergy.

The **Trinity Episcopal Church**, circa 1876, is a replacement for an older church that suffered a fire shortly after the Civil War. The only example of Victorian church architecture on the island, the church has a clean, rustic appearance on the outside and quaint decoration on the inside.



**Figure 5C.10** Trinity Episcopal



### ***Other Significant Features***



**Figure 5C.11** Bailey's Store

**Bailey's Store**, circa 1825, is centrally located along Scenic Highway 174 near the Store Creek Bridge and the intersection with Point of Pines Road. The structure is believed to have been built on Edingsville Beach and moved to its current location in the 1870s. The Edisto Post Office operated for many years in a shed addition, which was later removed. One of the last surviving

commercial buildings from the nineteenth century, Bailey's is still a gathering spot for islanders and visitors to shop or have a meal. It is currently the location of With These Hands gallery and formerly the Old Post Office Restaurant.

The **Hutchinson House**, circa 1885, is the Island's most significant Africa American history site and a testament to the growing black middle class in the years after the Civil War. The house was owned by Henry Hutchinson, who operated a commercial cotton gin on the Island. Hutchinson's father, Jim Hutchison, had been a slave and was a political leader on the Island who worked to improve conditions for blacks during Reconstruction. He was assassinated in 1882.



**Figure 5C.12** Seaside School

**Seaside School**, circa 1915, was one of Edisto Island's "colored schools" during segregation. It is an excellent example of a rural school that was based on architectural recommendations from Clemson College's extension services. It has been moved from Highway 174 to Peter's Point Road and renovated as a home.

**Spanish Mount Point** is among the most important sites for Pre-Columbian archaeology and history in South Carolina and one of the more important sites in North America. Dating analysis from the shell midden indicate that it was likely used over 4,000 years ago.



**Figure 5C.13** Spanish Mount Point



**Figure 5C.14** Wescott Road

**Wescott Road**, located slightly north of Store Creek near Bailey's store, delineates the former road alignment of the major Edisto Island road. This ½ mile unpaved road deviates from the existing S.C. 174 alignment by entering into a live oak canopy draped with Spanish moss and surrounded by low-level palms and other native species of flora. A trip down Wescott Road takes the visitor over the same trail that settlers, planters, slaves, and soldiers traveled for generations.

### **Edisto Island Museum**

The Edisto Island Museum contains numerous artifacts from Edisto Island's natural and social history. An extensive fossil display, mainly from marine animals, is among the natural collections and includes the inner ear bone and vertebrae from a whale as well as teeth from sharks. The museum also offers extensive collections from the plantation era, including a significant collection of sweetgrass baskets and agricultural artifacts such as a corn grinder, a cane mill and a guano spreader.



**Figure 5C.15** Edisto Island Museum

### **Current Preservation Status**

Edisto Island's historic sites and structures are afforded some protection by federal law, county zoning ordinances, and federal and state economic incentives, but more could and should be done to protect Edisto's built environment and potential archeological sites.

### ***Federal Protection and Incentives***

Edisto Island has a large number of sites and structures listed on the National Register of Historic Places or eligible for listing. The National Register is "the Nation's official list of cultural resources worthy of preservation," (definition from National Register documents), but, contrary to common belief, few restrictions are placed on listed properties. Owners of private property that is Register listed are not required by Federal law to adhere to design guidelines, to maintain their property or to open to the public.

Property owners are allowed to manage their property in any way they see fit, including demolition.

Listing on the National Register, in addition to being honorific, results in consideration in planning for federally licensed and assisted projects. Owners may also be eligible for a 20% investment tax credit for rehabilitation for commercial use and federal tax incentives for donation of conservation and façade easements. When funds are available, Register listed properties can qualify for federal grants.

By far the most significant federal protection for National Register properties is consideration in planning for federally licensed and assisted projects. These can include highway and bridge construction, sewer and water lines and the placement of communications towers. When any such project is federally assisted or licensed the impact on historic properties must be considered through a process known as “106 Review,” named for Section 106 of the National Historic Preservation Act of 1966. Public input is required and the State Historic Preservation Office (SHPO) becomes involved in determining any potential for adverse impact on a Register property. If it is determined that there will be adverse effects, the federal agency involved must seek ways to avoid, minimize or mitigate the effects.

### ***State Protection and Incentives***

All federal government mandates for historic preservation and grant monies for historic preservation are administered by the SHPO, located within the South Carolina Department of Archives and History. In addition, South Carolina offers State Historic Rehabilitation Tax Credits for owner-occupied and income-producing rehabilitations of sites listed on the National Register.

### ***Local Protection and Incentives***

Most protection for historic sites in the United States is on the local level. Edisto Island sites are not subject to a municipal government, but do come under the jurisdiction of Charleston County. Charleston County Historic Preservation zoning applies to all properties listed on the National Register of Historic Places. The ordinance prohibits demolition or relocation of designated properties without a Special Exemption, regulates

exterior alterations and new construction on a historic site, and nearby development. For new construction and exterior alterations the owner must demonstrate that they have consulted with the SHPO and that new construction does not obscure the public's view of the site. Development within 300 feet of a historic site is reviewed for any negative impact and that impact must be minimized.

## **Section 5D**

### **Recreational Quality and Tourism**

*“Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor’s landscape. The recreational activities provide opportunities for active and passive recreation. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operation must be well recognized.”*

- National Scenic Byways Programs

Edisto Island offers visitors a wide array of activities to stay occupied and entertained during their stay. Festivals, museums, art galleries and water sports are simply a few of the many amenities for visitors. Guided historic tours are offered regularly and visitors can create their own history lesson any time of the year by simply driving through the island to get a glimpse of the many churches, cemeteries and plantations. The listings of events and businesses in this section can change at any time so visitors should contact the Edisto Island Chamber of Commerce for an updated list. All of the activities on Edisto Island are enhanced by the laidback lifestyle and beautiful scenery.

### **Recreational Facilities**



**Figure 5D.1** Edisto Beach State Park

#### **Edisto Beach State Park**

The Edisto Beach State Park covers 1,255 acres of maritime forest, marsh and 2-3 miles of beach. The park includes one and a half miles of beach as well as a nature trail that provide great views of plant and animal life. The park offers seven cabins and 111 camp sites for visitors to stay overnight.



***Edisto Interpretive Center***

The Edisto Interpretive Center is a research and education center located within Edisto Beach State Park. Educational programs are based on the theme “Choosing to Protect Our Coast” and include hands on activities and outdoor education experiences. The facility includes a conference room, research labs, exhibit galleries and offices for employees of the ACE Basin National Estuarine Research Reserve. A public boat dock and nature trail are also on site for visitors to enjoy.



**Figure 5D.2** Edisto Interpretive Center



**Figure 5D.3** Serpenterium

***Edisto Island Serpenterium***

The Edisto Island Serpenterium was opened in 1999 by local brothers Ted and Heyward Clamp. The serpenterium offers visitors the chance to see reptiles, such as snakes, alligators and turtles, up close. The area and outdoor gardens that allow visitors to see the animals as they are in their natural habitats. The Edisto Island Serpenterium is open to the public during the summer months.

***Edisto Island Museum***

The Edisto Island Museum was opened in 1991 by the Edisto Island Historic Preservation Society to provide residents and visitors an opportunity to learn the history of the island. Exhibits include local artifacts, a nature room and sweetgrass baskets. The museum organizes two yearly



**Figure 5D.4** Edisto Island Museum

fundraisers: a tour of historical sites, churches and plantations called “Edisto and Beyond” in the fall and “A Taste of Edisto at Prospect Hill” in the summer. The museum is currently planning an expansion for a new museum building.

### **Edisto Island Festivals and Events**

Several festivals and events occur on Edisto Island, including:

- Annual Governor’s Cup Billfishing Tournament, held at Edisto Marina each spring
- Great America Island Wide Clean-Up, held in March or April
- Edisto Day Bazaar Arts and Crafts Festival, organized by the Edisto Art Guild, occurs on the first Saturday in May
- Fire Department Fish Fry, hosted by the the Town of Edisto Beach Fire Department the Saturday before Memorial Day
- Annual event: “A Taste of Edisto at Prospect Hill Plantation”, organized by the Edisto Island Historic Preservation Society each summer
- Fourth of July Celebration
- Annual Carolina Lowcountry Tomato Festival, organized by the Edisto Island Open Land Trust each summer
- Beach/River Sweep, located in Edisto Beach State Park
- Annual “Edisto and Beyond” historic tour, organized by the Edisto Island Historic Preservation Society the second Saturday in October
- Edisto Fall Festival, occurs on the third Saturday in October
- Annual Edisto Beach Christmas Parade
- Plays by the Edisto Art Guild Players, throughout the year at the Edisto Beach Civic Center
- Art Guild shows and sales, held twice a year, one in the spring and one in the fall
- Edisto Island Open Land Trust Oyster Roast





**Figure 5D.5** Kayaking on Edisto

### **Outdoor Recreation Opportunities**

The waters surrounding Edisto Island provide a variety of activities such as eco-tours, fishing, kayaking and canoeing. The following activities provide visitors insight into the fragile coastal ecosystems and instill a desire to

preserve such areas. Options for those wishing to stay on dry land include bike rentals, golfing and simply enjoying a relaxing day on the beach.

- Cruise Edisto  
P.O. Box 700  
Edisto Island, S.C. 29438  
nature tours
- Island Tours and T'ings  
P.O. Box 532  
Edisto Island, S.C. 29438
- Lucky Strike Boat Charters  
3731 Docksite Road  
Edisto Beach, S.C. 29438
- Pon Pon Guides Unlimited  
P.O. Box 441  
Edisto Island, S.C. 29438
- Rainbow's Inn, Inc  
P.O. Box 205  
Edisto Island, S.C. 29438
- Finaddict Charters, LLC  
2609 Laroche Street  
Edisto Beach, S.C.
- Fontaine Charters  
3729 Docksite Road  
Edisto Island, S.C. 29438

- Hat Cat Blue Charters, Inc  
8525 Oyster Factory Road  
Edisto Island, S.C. 29438
- Edisto Island Tours  
1199 Framptons Inlet Road  
Edisto Island, S.C. 29438  
water tours, fishing guides, canoe and kayak rentals
- Edisto Watersports  
3731 Docksite Road  
Edisto Beach, S.C. 29438  
ACE Basin river cruises, Otter Island shell excursion, fishing charters, kayak tours
- Edisto Shrimp Boat Charters  
8814 Shellhouse Road  
Edisto Island, S.C. 29438
- Ugly Ducklin Charters  
313 Jungle Road  
Edisto Beach, S.C. 29438  
creek and in-shore fishing
- Edisto Offshore Adventures, LLC  
8354 Chisolm Plantation Road  
Edisto Island, S.C. 29438  
big game off-shore charters
- ACE Basin Outpost  
10232 ACE Basin Parkway  
Green Pond, S.C. 29446  
guided trips and rentals
- Edisto Marina  
3702 Docksite Road  
Edisto Beach, S.C. 29438  
boat tours and rentals
- Edisto Bike Rentals  
1 King Cotton Road  
Edisto Beach, S.C. 29438
- Island Bikes and Outfitters  
140 Jungle Road  
Edisto Beach, S.C. 29438

- bicycle, kayak, canoe, sailboat, golf cart sales and rentals
- Edisto Essentials  
436-A Highway 174  
Edisto Island, S.C. 29438
  - The Plantation Course at Edisto  
21 Fairway Drive  
Edisto Island, S.C. 29438  
championship golf course in Edisto Beach
  - The Links at Stono Ferry  
4812 Stono Links Drive  
Hollywood, S.C. 29449  
located in Hollywood, approximately 25 miles from Edisto Island.

### **Visitor Accommodations**

Options for overnight accommodations, from the Edisto Chamber of Commerce, are listed below. A wide array of beach homes and condominiums are for rent on a weekly basis in Edisto Beach. Visitors should plan a day trip or plan to stay for at least three nights, as regulations in Edisto Beach require a minimum three night stay.

- Atwood Vacations  
495 Highway 174  
Edisto Island, S.C. 29438  
rented homes (Edisto beach vacation rentals)
- Edisto Beach State Park  
8377 State Cabin Road  
Edisto Island, S.C. 29438
- Edisto Sales and Rentals Realty  
1405 Palmetto Blvd.  
Edisto Beach, S.C. 29438
- Egret's Pointe Townhouses  
547 Highway 174  
Edisto Island, S.C. 29438  
interval vacation rental and re-sales

- Fairfield Ocean Ridge Resort  
1 King Cotton Road  
Edisto Beach, S.C. 29438
- Prudential Kapp/Lyons Realty  
440 Highway 174  
Edisto Island, S.C. 29438
- Southerly Bed and Breakfast  
7760 Little Britton Road  
Yonges Island, S.C. 29449

### **Dining Options**

Edisto Island's locally owned restaurants offer fresh seafood and vegetables along with a laidback atmosphere. Options are also available for quick meals to take in the car or on the beach for a picnic.

- Buck's Pizza  
114-A Jungle Road  
Edisto Beach, S.C. 29438
- Dockside Restaurant  
3730 Docksite Road  
Edisto Beach, S.C. 29438
- Enterprise Pavilion  
102 Palmetto Blvd.  
Edisto Island, S.C. 29438
- Gala Gourmet Catering  
2123 Monsanto Road  
Statesville, N.C. 28625  
[www.galagourmet.com](http://www.galagourmet.com)
- Plantation Grill/ The Dining Room at the Plantation  
21 Fairway Drive  
Edisto Island, S.C. 29438
- Island Pie Pizzeria  
2801-B Myrtle Street  
Edisto Beach, S.C. 29438

- Island Ice Cream and Video  
114-D Jungle Road  
Edisto Island, S.C. 29438
- Main's Market and Cafe  
1084 Highway 174  
Edisto Island, S.C. 29438
- McConkey's Jungle Shack  
108 Jungle Road  
Edisto Beach, S.C. 29438
- Noble Roman's Pizza  
2410 Highway 174  
Edisto Island, S.C. 29438
- Old Firehouse Restaurant  
6350 Highway 162  
Hollywood, SC 29449
- One of a Kind Smokehouse and Catering  
6270 Highway 162  
Hollywood, S.C. 29449
- Po-Pig's Bo-B-Q  
2410 Highway 174  
Edisto Island, S.C. 29438
- Sea Cow Eatery, LLC  
145 Jungle Road  
Edisto Beach, S.C. 29438
- Subway & TCBY  
101 Palmetto Blvd.  
Edisto Beach, S.C. 29438
- The Thirsty Fish  
3731 Docksite Road  
Edisto Beach, S.C. 29438
- Waterfront Restaurant  
136 Jungle Road  
Edisto Island, SC 29438
- Whaley's  
2801 Myrtle Street  
Edisto Beach, S.C. 29438

**Shopping*****Arts and Crafts / Gifts / Toys***

- Clawdaddy's  
114-H Jungle Road  
Edisto Beach, S.C. 29438
- Crafts by the Sea, Inc  
114-G Jungle Road  
Edisto Beach, S.C. 29438
- Doug Grier Art and Frame  
8918 Palmetto Road  
Edisto Island, S.C. 29438
- Enterprise Pavilion Gift Shop  
102 Palmetto Blvd.  
Edisto Beach, S.C. 29438
- Fish or Cut Bait Gallery  
142 Jungle Road  
Edisto Island, S.C. 29438
- Glitter and Glitz  
143 Jungle Road  
Edisto Island, S.C. 29438
- Murals by Ange  
8545 Pope Landing Road  
Edisto Island, S.C. 29438
- The Edisto Bookstore  
547 Highway 174  
Edisto Island, S.C. 29438
- Ugly Fish Gift Shop  
2108 Myrtle Street  
Edisto Beach, S.C. 29438

**General Store / Grocery**

- Edistonian General Store  
406 Highway 174  
Edisto Island, S.C. 29438
- Geechie Boy  
2995 Highway 174  
Edisto Island, S.C. 29438
- George and Pink's Vegetables  
7971 Edingsville Beach Road  
Edisto Island, S.C. 29438
- King's Farm and Market  
2559 Highway 174  
Edisto Island, S.C. 29438
- Piggly Wiggly  
102 Jungle Road  
Edisto Island, S.C. 29438
- White Oak Farm  
7789 Steamboat Landing Road  
Edisto Island, S.C. 29438

**Galleries**

- Fish or Cut Bait Gallery  
142 Jungle Road  
Edisto Beach, S.C. 29438
- Sage Gallery  
438 Highway 174  
Edisto Island, S.C. 29438
- With These Hands Gallery  
1444 Highway 174  
Edisto Island, S.C. 29438

**Resources**

Edisto Beach State Park. Retrieved October, 2006, from South Carolina State Parks Web site: <http://www.southcarolinaparks.com/park-finder/state-park/1298.aspx>

Edisto Beach State Park. Retrieved March, 2007, from the South Carolina Parks Web site: <http://www.southcarolinaparks.com/products/26355.aspx>

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The Edisto Island Museum. Retrieved March, 2007, from The Edisto Island Museum Web site: [www.edistomuseum.org](http://www.edistomuseum.org)

The Plantation Course. Retrieved March, 2007, from The Plantation Course at Edisto Web site: <http://www.theplantationcourseatedisto.com/>

The Stono Ferry Golf Course. Retrieved March, 2007, from The Stono Ferry Golf Course Web site: [www.stonoferrygolf.com](http://www.stonoferrygolf.com)



## **Section 5E**

### **Natural Quality**

*“Natural quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landforms, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.”*

- National Scenic Byways Program

This section describes the natural features and environmental character of Edisto Island. Edisto provides an exceptional example of South Atlantic barrier island ecology. Many of Edisto Island's natural features are untouched by modern development providing beautiful vistas, well- preserved landscapes, and essential wildlife habitat. The island is bordered by the North Edisto River, the South Edisto River, the Dawhoo River, St. Helena Sound, and the Atlantic Ocean. Marshes, creeks, forests, and farms are abundant on the island. Many of the island's natural areas have been protected and are shown on the map on page 120.

Edisto Island resides in the Ashepoo-Combahee-Edisto (ACE) Basin. The ACE Basin is one of the few relatively pristine habitats remaining on the Eastern Seaboard<sup>1</sup> and is one of the largest undeveloped estuaries on the East Coast. It is named for the Ashepoo, Combahee and Edisto rivers, which meander through cypress swamps, past historic plantation homes, old rice fields and abundant tidal marshes to meet at South Carolina's biologically rich St. Helena Sound.<sup>2</sup> The St. Helena Sound and surrounding area is designated a National Estuarine Research Reserve (NERR) and comprises 134,710 acres. Edisto Island sits in the south-central portion of the NERR where the reserve boundary meets the Atlantic Ocean. Because of its relatively undeveloped state Edisto stands out in the ACE Basin as a unique example of a near-pristine barrier island environment.

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<sup>1</sup> The Characterization of the Ashepoo-Combahee-Edisto Basin, South Carolina (NOAACSC, SCDNR, 2000)

<sup>2</sup> <http://www.nerrs.noaa.gov/ACEBasin/>

## ***General Description***

Colquhoun and Pierce describe barrier islands of the Sea Island Coastal Region as

gently arcuate-shaped sand bodies developed along shore lines. Their seaward margins are curvilinear in plain view, their landward margins, irregular, resulting from washover fans, tidal deltas, and marshes . . . true barrier islands are separated from the mainland by sounds or bays and the mainland is expressed as a submerged shoreline. Where separated from the mainland, barrier islands are relatively narrow features, usually less than a mile in width (p.108, in Sandifer et al 1980).

Barrier islands typically include several sub-ecosystems. Moving inland from the ocean these include: a beach system, an open dune, a transition shrub system, a maritime forest system, another transition shrub system, a wetland system, and an estuary system. A graphic depiction of these sub-ecosystems is found in Figure 5E.1 below. The morphology of Edisto Island generally follows this same pattern.



**Figure 5E.1** Generalized cross section of barrier island ecosystem of the Sea Island Coastal Region. From Sandifer et al (1980).

## ***Climate***

The climate of Edisto Island is commonly categorized as marine subtropical, a classification that is characterized by long warm summers and short mild winters. South Carolina's position amidst the flow of warm Gulf Stream waters ensures these mild conditions by regulating temperature extremes throughout the summer and winter

months. Average annual temperatures on Edisto range from 50 degrees Fahrenheit during the winter to 90 degrees Fahrenheit in the summer. Showers and thunderstorms are heaviest and most common during the summer months when the island receives most of its annual precipitation, averaging 47.86 inches. Tornadoes, hurricanes and tropical storms periodically visit the island.

### ***Natural Communities***

The predominant natural communities on Edisto are forests, agricultural land, marshland, and beach (Harrigal, personal communication, 04/24/07). Each of these communities is discussed below. Traveling along Scenic Highway 174 from the McKinley Washington Bridge at the north end of the island to Edisto Beach at the south end provides the opportunity to pass through each of these important natural areas. Essentially the highway bisects a series of ridges and lowlands so that the traveler experiences the continued diversity of the island's natural and scenic features.

#### **Forests**

Three main types of forest are found on Edisto. These are maritime forests, usually located nearer to the ocean, and mixed hardwood forests and pine plantations, located further inland. Similar tree species persist in the maritime and mixed hardwood forest types, though there are some important differences. Pine plantations are commercial forests managed for the cyclical production of timber and other wood products. Forests compose approximately 23% of Edisto's land base.

#### **Maritime Forests**

Maritime forests on Edisto Island typically include live oak, yaupon holly, cabbage palmetto, magnolia, and loblolly pine. A unique characteristic of maritime forests is the presence of salt spray from the ocean. The salt spray provides an important

source of nutrients for the forest vegetation. It is also an important factor in determining the extents of the maritime forest zone; the others being the drying the effects of wind and wind-blown sand. The trees and other vegetation in a maritime forest have adapted to these relatively harsh conditions, and can therefore thrive in close proximity to the ocean. Maritime forests on Edisto have been reduced to “patches” of varying size. The patchiness of maritime forests on the landscape of Edisto has been caused mainly by human development that has occurred on upland areas adjacent to the beach and the ocean.



**Figure 5E.2** Maritime forest treeline with Scenic Highway 174 at right

The typical fauna of maritime forests is present on Edisto, including various insects, birds, amphibians, reptiles, and mammals. Of note are snakes, deer, owls, foxes and bobcats. All of the larger mammals native to barrier islands – wolves, pumas, and bears – are today absent from Edisto’s maritime forests.

Sandifer, et al. points out that the two largest threats to maritime forests are fire and human development. Some tree species are relatively fire-tolerant however, including live oaks and mature cabbage palmettos. Clearing land, including maritime forests, is “the most obvious perturbation or disturbance on barrier islands” (Sandifer, et al. p.125).

The report goes on to say that “all unprotected (not owned by state, federal, or private conservation agencies) barrier islands are vulnerable to this form of alteration” (p.125) and that maritime forests in their natural state are becoming more rare on South Carolina barrier islands (p.153). Indeed the *Characterization of the Ashepoo-Combahee-Edisto Basin, South Carolina (2000)* states that “development on Edisto Island . . . has dramatically affected the plant zonation in the maritime ecosystem.”



**Figure 5E.3** Maritime forest interior

### **Mixed Hardwood Forests**

Mixed hardwood forests occur further inland on the island, more distant from the ocean. These forests contain various mixtures of live oak, laurel oak, loblolly pine, and an occasional magnolia. Because of their location on the island, the mixed hardwood forests do not experience the salt spray from the ocean that the maritime forests do. Like maritime forests, mixed hardwood forests also occur in patches on the landscape, again due to clearing for agricultural and other uses. The typical mammals found in mixed hardwood forests include deer, raccoons, foxes, rabbits and wood rats. Avian species often found in the mixed hardwood forests include warblers, thrushes, parulas, and red-



tailed, red-shouldered and Cooper's hawks. The eastern diamondback rattlesnake is also present.



**Figure 5E.4** Mixed hardwood forest on side road off Scenic Highway 174



**Figure 5E.5** Mixed hardwood forest interior



## **Pine Plantation**

*The Characterization of the Ashepoo-Combahee-Edisto Basin, South Carolina* states that timber is South Carolina's most valued agricultural crop, with an annual value of \$454 million. The forestry industry is the third largest in the state and fourth largest in total wages paid among all manufacturing segments.



**Figure 5E.6** Loblolly pine plantation along Scenic Highway 174

The ACE Basin's forests are a major component of this industry in South Carolina. Loblolly and/or slash pine plantations are a common style of forests management in the Southeast, and Edisto's pine plantations are typical of this regime. After several years of rapid growth, trees are harvested to produce fiber, lumber, and wood-based chemicals. New trees are replanted and the rotation cycle is repeated. On Edisto, loblolly pine is the most important commercial species. With these modern forestry practices, some of the once-abandoned farms on Edisto have been converted into pine plantations. There are several pine plantation stands throughout the island, some of which are adjacent to Scenic Highway 174.



**Figure 5E.7** Loblolly pine plantation along Scenic Highway 174

### **Agricultural Land**

On Edisto, traditional row cropping and the raising of livestock persists in much the same way it has for many years. Farms produce corn, tomatoes, strawberries, and cattle. Recently large market gardens have also begun to appear on the island, yielding similar products as the traditional farm crops just mentioned, as well as melons and a variety of floral products such as sunflowers and gladiolas. This agriculture type is often associated with a roadside retail outlet. A few of these roadside markets appear along Scenic Highway 174. Agricultural land makes up approximately 8% of the land cover of Edisto Island.





**Figure 5E.8** Planted corn field adjacent to Scenic Highway 174



**Figure 5E.9** Market garden with various floral and vegetable crops



**Figure 5E.10** Roadside garden market

## **Pasture**

There are many areas of open pastureland on the island; several can be seen from Scenic Highway 174. These fields are typically either managed for hay or used to graze livestock such as cattle or horses. Pastures provide important grassland habitat for birds such as the Eastern meadowlark and the Eastern kingbird.



**Figure 5E.11** Pastureland adjacent to Scenic Highway 174

## **Marshland**

Marsh areas on Edisto are composed of two major components that typically occur side by side: smooth cordgrass marsh, also called low marsh, and salt flat marsh, or high marsh. These two parts together create the well-known marshland that occurs all along the South Carolina coast. With more than 500,000 acres of coastal marsh and wetlands, South Carolina ranks highest among Atlantic coast states with respect to these unique and diverse ecological habitats. These wetland areas remain some of the most ubiquitous and characteristic landscapes of the South Carolina lowcountry and of Edisto Island in particular. Marshland makes up approximately 39% of the island. Many birds make their home in Edisto's marshlands including egrets, herons, bald eagles, peregrine falcons, ospreys barred owls, and red-tailed hawks. Particularly noteworthy is the wood stork, a federally-listed endangered species. American alligators and marsh rabbits are also found.

## **Smooth Cordgrass or Alterniflora Marsh**

The alterniflora marsh, or low marsh, is named for *Spartina alterniflora*, or smooth cordgrass, the dominant plant species in this marsh. *Spartina* can grow to a height of four feet and is deciduous; its stems dying back at the end of its growing season. *Spartina* grows in clumps which help to maintain the structural integrity of the marsh. Its roots can be eaten by some waterfowl and wetland mammals.<sup>3</sup> A common sight on Edisto, as in all of coastal South Carolina, is an expansive alterniflora marsh with an occasional egret or heron gingerly picking its way through the grasses.

*Spartina alterniflora* is the dominant and most visible plant species of Edisto's marsh community, providing much of this ecosystem's productivity and biological diversity. The life cycle and natural decay of this saltwater plant provides nourishment diversity. The life cycle and natural decay of this saltwater plant provides nourishment called detritus, which feeds microscopic organisms that in turn feed higher level marine

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<sup>3</sup> <http://www.wapms.org/plants/spartina.html>





**Figure 5E.12** Alterniflora marsh along Scenic Highway 174

life. The marsh also provides shelter and nesting grounds for wildlife, and filters runoff contaminants such as pesticides and other pollutants.

Tidal creeks are also a part of the alterniflora marsh as they randomly wind their way through the tall grasses. It is the presence of this water source which floods with every high tide that maintains the physical character of the alterniflora marsh. Fish, wading birds, and the American alligator are all present in the tidal creek/alterniflora marsh system.

### **Salt Flat Marsh**

Because of the slightly higher elevation of the salt flat or high marsh, than the alterniflora marsh, it does not flood regularly. As such, its physical character is somewhat different than the



**Figure 5E.13** Saltflat marsh in foreground with alterniflora marsh beyond and Scenic Highway 174 at left

low marsh. The salt flat marsh is a flat stretch of silt and sand, also with clumps of grasses. The salt flat marsh develops as suspended particles of either sand or clay settle and accumulate over time and remain in place because of the infrequency of flooding. The salt flat marsh is the chief habitat for a variety of animal life including blue crabs, clams, snails, birds, otters and raccoons.

## **Beach**

Edisto Beach is the natural community at the southern terminus of Scenic Highway 174. Brown pelicans are seen diving for fish and gulls, terns, skimmers, and oystercatchers abound on the white sands. The arrival each summer on Edisto's beach of



**Figure 5E.14** Edisto Beach at the southern terminus of Scenic Highway 174

loggerhead turtles (Figure 5E.15 below) is a much anticipated event. These giants crawl across the beach from the ocean to lay their eggs at night. Hundreds of hatchlings will later race back across the beach to begin their life in the sea. The beaches on Edisto compose slightly less than 1% of the island.



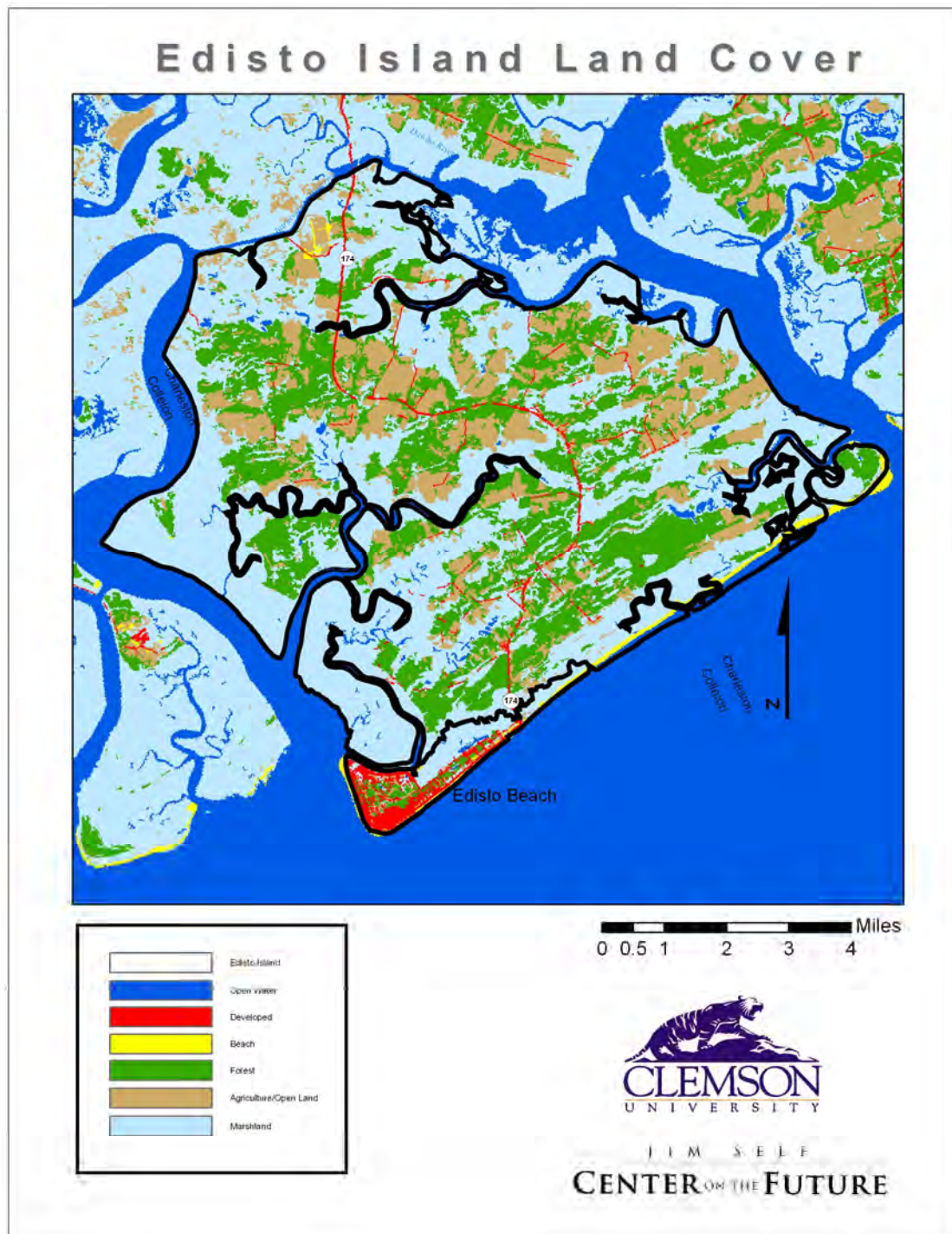
**Figure 5E.15** Loggerhead turtle release on Edisto Beach



**Figure 5E.16** Edisto Beach



The map below provides a general depiction of the land cover of Edisto Island, including the natural communities mentioned above.

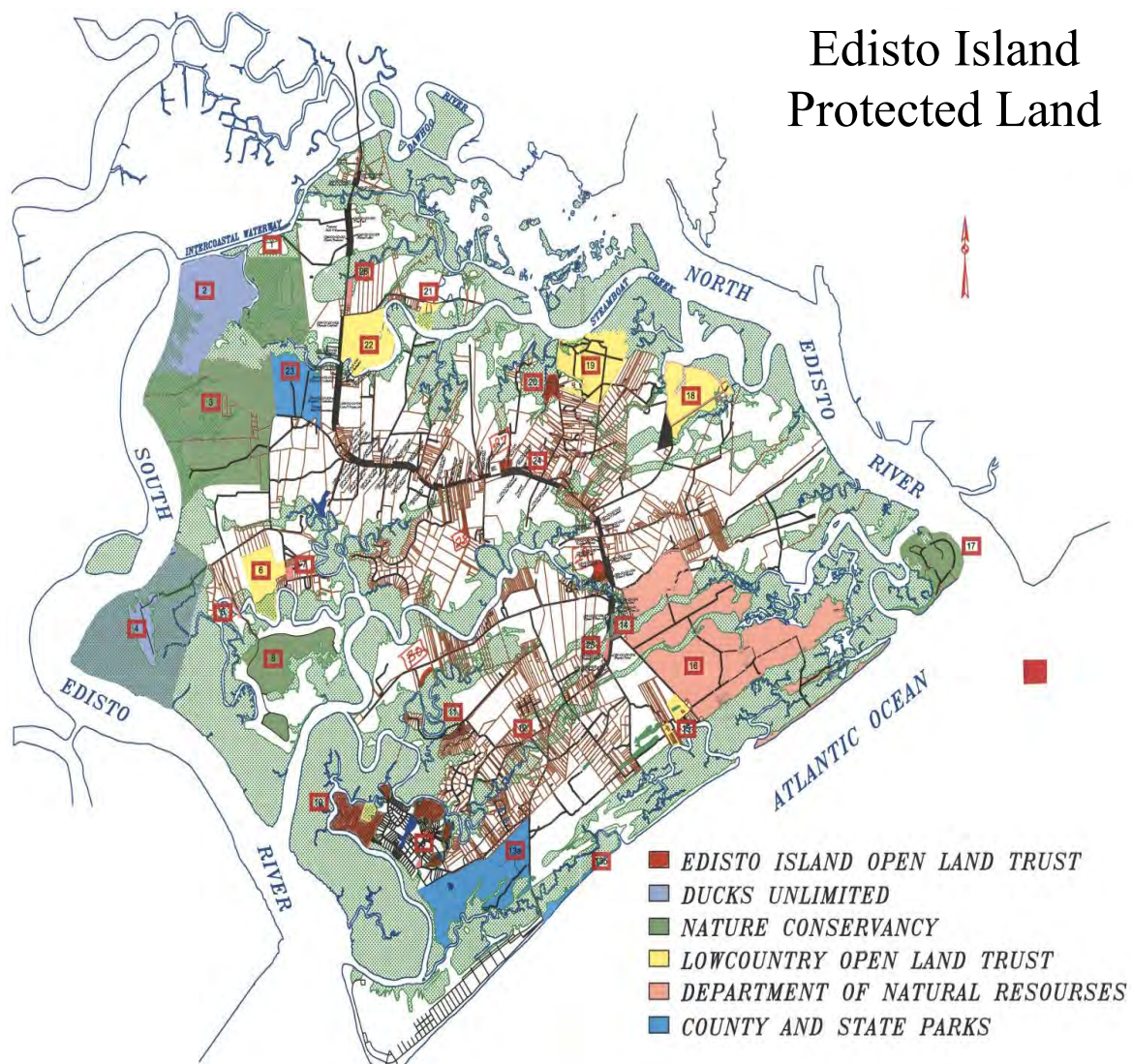


**Figure 5E.17** Land cover on Edisto Island



### ***Conservation Efforts***

Land trusts and other conservation organizations including federal, state, and local governments, have made significant progress toward the conservation of important lands and essential habitats on Edisto Island. These organizations have a vested interest in preserving the near-pristine natural quality of the island. Much of the protected land on Edisto is either owned by conservation organizations or exists as easements on private property that limit development or destruction of natural features. Land conservation on and around Edisto is a group effort undertaken by several organizations including the Nature Conservancy, the South Carolina Department of Natural Resources, Ducks Unlimited, the Edisto Island Open Land Trust, the Lowcountry Open Land Trust, The United States Fish and Wildlife Service, the South Carolina Department of Parks, Recreation, and Tourism, and the Charleston County Parks and Recreation Commission. In total, there are approximately 12,378 acres of land that are protected on Edisto Island. Figure 5E.18 below shows protected lands on Edisto.



**Figure 5E.18** Protected lands on Edisto Island

**Resources**

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- Ducks Unlimited: Southeastern Coastal Plain. Retrieved October 2006, from Ducks Unlimited Web site: <http://www.ducks.org/states/61/index.html>
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- National Scenic Byways Program Interim Policy. Retrieved October 2006, from the National Scenic Byways Program Web site:  
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- The Nature Conservancy. Retrieved October, 2006, from The Nature Conservancy Web site: <http://www.nature.org/>

## Chapter 6

# Management of Scenic Highway 174

The Corridor Management Plan is the blueprint for achieving the community's long range vision. A management plan generally has three main goals: to implement improvements and informational projects; to maintain the appearance and physical condition of the byway and its associated facilities; and to promote on-going research programs and efforts. These goals have been refined into strategies for management of the Scenic Highway 174 Corridor; management strategies themselves have been broken down into specific action items. The effort has been made to tie these strategies and actions items directly to the Federal Register's requirements for National Scenic Byway designation.

### ***Corridor Management Plan Strategies***

The Corridor Management Plan addresses specific management strategies and objectives as listed in the federal regulations. The National Scenic Byways Program Interim Policy outlines the specific needs that communities seeking National Scenic Byway designation should address (see Appendix I). Figure 6.1 provides a brief overview of these.

- List of responsible agencies and parties
- Plan for on-going public participation
- Signage plan
- Marketing strategy
- Enhancement of recreational access
- Strategy for maintaining and enhancing the byway
- Plan to accommodate on-going commerce and safe highway service
- Plan for new development that also insures protection of the unique qualities of the byway

**Figure 6.1** Requirements for National Scenic Byways Designation

Specific objectives for the Scenic Highway 174 Corridor Management Plan were identified by the community during public meetings. The particular areas noted of critical concern included: aesthetics, highway management, information and education, signage and wayfinding, tourism and marketing, and existing and future development. The March 15, 2007, meeting of the Scenic Highway 174 Coalition determined that the groups and organizations that compose the coalition should be involved in addressing the various corridor management strategies. An assignment of strategies was made and is shown below.

<b>Group/Organization</b>	<b>Strategy for</b>
Edisto Island Historic Preservation Society	Preserving historic heritage and structures
Dept. of Natural Resources, Edisto Island Open Land Trust	Preserving natural resources and open spaces
Edisto Island Open Land Trust	Marketing National Scenic Byway 174 and signage ordinance change
Edisto Island Preservation Alliance, Edisto Island Community Assoc.	Zoning and land management enhancements
Edisto Island Community Assoc.	Traffic safety
Edisto Island Open Land Trust, local business leaders	Local and family commercial opportunities

Edisto Island Chamber of  
Commerce,  
Edisto Island Historic  
Preservation Society

Visitor informational services and signage

Edisto Beach Property  
Owners Association,  
Town of Edisto Beach etc.)

Physical accommodation for visitors (pull overs,  
biking/hiking trails, landscape design for buffers,

A strategy for providing on-going oversight once the National Scenic Byway designation is awarded and maintaining community involvement in the byway remained unassigned. This report recommends that this task be within a *Scenic Highway 174 Management Structure*.

### ***Scenic Highway 174 Management Structure***

The following is a suggested management structure for the Edisto Byway Coalition:

- i. Edisto Byway Coalition, composed of:
  - Stakeholders and residents
  - Agency representatives from the South Carolina Department of Natural Resources, the South Carolina Department of Transportation, the South Carolina State Scenic Byways Program, conservation groups and other related programs
  - County representatives from Charleston and Colleton Counties
- ii. An Edisto Byway Advisory Committee - composed of five to seven representatives from the Edisto Byway Coalition who can meet regularly, implement Coalition decisions, and handle day to day operations
- iii. A paid, possibly part-time, Byway Administrator to carry out the day to day responsibilities of the byway, to keep communication flowing between members of the coalition, to prepare information for coalition and committee meetings and

- to act as a point of contact for residents, tourists, committee members and other interested parties
- iv. Special interest subgroups or subcommittees to handle particular interests and details of the byway, such as historical or natural features.

### ***Action Items***

The tables on the following pages identify potential action items for achieving the management strategies noted above. Responsible parties from the assignment above and time lines which are in keeping with these general concerns are also indicated. References to the Federal Register's notice of the National Scenic Byways Program are provided.

**Table 6.1** Action Items, Maintaining and Enhancing the Byway

<b>Maintaining and Enhancing the Byway</b>	Refer to Federal Register, vol. 60, no 96 (1995), section 9a. Corridor Management Plans, parts (3) – (14)		
	<b>Action Item</b>	<b>Responsible Party</b>	<b>Timeframe</b>
	Reduce and enforce speed limit at 45 mph	EICA (L), SCDOT (P), Counties (P)	TBD
	Install safety oriented signage warning drivers to proceed slowly and carefully, including signage warning of animal crossings	EICA (L), SCDOT (P), Counties (P)	TBD
	Solicit ideas from the community and business owners for enhancement of the byway	EIOLT (L), local business leaders (L), Scenic Highway 174 Management Structure (L), EI Chamber of Commerce (P)	TBD
	Implement a program of roadway adoption for voluntary trash pickup	SCDNR (L), EIOLT (L), SCDOT (P)	TBD
	Develop a distinctive byway logo that can be used along the byway and on print materials	EI Chamber of Commerce (L), EIHPS (L)	TBD

L = Lead, P= Partner



Table 6.1 continued

Maintaining and Enhancing the Byway			
	Action Item	Responsible Party	Timeframe
	Coordinate byway activities with related agencies, preservation groups and planning entities, such as local governments, the SC Department of Transportation, the SC State Scenic Byways Program and the SC Department of Parks, Recreation and Tourism	Scenic Highway 174 Management Structure (L)	TBD
	Establish a citizens committee to pursue enhancement grants	Scenic Highway 174 Management Structure (L)	TBD
	Create landscaping and conservation guidelines to be used along the byway	EBPOA (L), Town of EB (L)	TBD
	Require adjacent developments to maintain sight lines and attractive entries	EIPA (L), EICA (L)	TBD
	Establish island-wide signage guidelines, identify public byway facilities with attractive signage, install byway signage with distinctive byway logo	EIOLT (L), EI Chamber of Commerce (L), EIHPS (L)	TBD

L = Lead, P = Partner

Table 6.1 continued

Maintaining and Enhancing the Byway			
	Action Item	Responsible Party	Timeframe
	Establish a Fairs and Festivals Committee to sponsor, coordinate and promote cultural events; solicit ideas from business owners regarding promotion of fairs and festivals	Scenic Highway 174 Management Structure (L)	TBD
	Sponsor continuing research into the historical and natural features of the island	EIHPS (L), DNR (L), EIOLT (L)	TBD
	Install 4-foot shoulder for bike lanes	EBPOA (L), Town of EB (L)	TBD
	Develop a traffic demand model for Scenic Highway 174	EICA (L)	TBD
	Explore the use of easements to move power lines away from the byway	EIPA (L), EICA (L)	TBD
	Create special interpretive and historical centers to inform visitors about the cultural and natural history of the island	EIHPS (L)	TBD

L = Lead, P = Partner

Table 6.1 continued

Maintaining and Enhancing the Byway			
	Action Item	Responsible Party	Timeframe
	Install turnoffs, parking, and walking trails at appropriate scenic points where pedestrian access is feasible	EBPOA (L), Town of EB (L)	TBD
	Build awareness of the unique natural and historical features of the byway through tourist promotion and brochures, visitor and educational information, interpretive centers and community activities such as festivals and tours	EIHPS (L), DNR (L), EIOLT (L), EBPOA (L), Town of EB (L), Scenic Highway 174 Management Structure (L)	TBD

L = Lead, P = Partner

**Table 6.2** Action Items, Enhancing Development and Protecting Byways Qualities

<b>Enhancing Development and Protecting Byway Qualities</b>	Refer to Federal Register, vol. 60, no 96 (1995), section 9a. Corridor Management Plans, part (5)		
	<b>Action Item</b>	<b>Responsible Party</b>	<b>Timeframe</b>
	Create landscaping standards and conservation guidelines to be used along the byway	EBPOA (L), Town of EB (L), Counties (P)	TBD
	Require adjacent developments to maintain sight lines and attractive entries through design standards	EIPA (L), EICA (L), Town of EB (L), Counties (P)	TBD
	Explore the use of easements to move power lines away from the byway	EIPA (L), EICA (L), SCE and G (P)	TBD
	In cooperation with Charleston and Colleton Counties, develop a zoning overlay district for the byway, adjacent areas and access points that addresses the significant design and natural features of Edisto Island	EIPA (L), EICA (L), Counties (P)	TBD
	Obtain easements or land trust transfers for properties adjoining the byway	DNR (L), EIOLT (L), Other land trusts (P), Counties (P), SCDOT (P)	TBD
	Include Karen Nickless' recommendations	EIHPS (L)	TBD

L = Lead, P = Partner

**Table 6.3** Action Items, Public Participation

<b>Public Participation</b>	Refer to Federal Register, vol. 60, no 96 (1995), section 9a. Corridor Management Plans, part (6)		
	<b>Action Item</b>	<b>Responsible Party</b>	<b>Timeframe</b>
	Solicit ideas from the community and business owners for enhancement of the byway	EIOLT (L), local business leaders (L), Scenic Highway 174 Management Structure (L)	TBD
	Implement a program of roadway adoption for voluntary trash pickup	DNR (L), EIOLT (L)	TBD
	Establish a citizens committee to pursue enhancement grants	Scenic Highway 174 Management Structure (L)	TBD
	Develop, update, and manage website	EIOLT (L), Scenic Highway 174 Management Structure (L)	TBD

L = Lead, P = Partner

**Table 6.4** Action Items, Enhancing the Visitor Experience

<b>Enhancing the Visitor Experience</b>	Refer to Federal Register, vol. 60, no 96 (1995), section 9a. Corridor Management Plans, parts (7) – (9), (13)		
	<b>Action Item</b>	<b>Responsible Party</b>	<b>Timeframe</b>
	Reduce and enforce speed limit at 45 mph	EICA (L), Town of EB (P), Counties (P), SCHD (P)	TBD
	Install safety oriented signage warning drivers to proceed slowly and carefully, including signage warning of animal crossings	EICA (L), Town of EB (P), Counties (P)	TBD
	Request SC Department of Transportation input on safety issues and traffic capacity	EICA (L), SCDOT (P)	TBD
	Establish a citizens committee to pursue enhancement grants	Scenic Highway 174 Management Structure (L)	TBD
	Create landscaping and conservation guidelines and design standards to be used along the byway	EBPOA (L), Town of EB (L), Counties (P)	TBD
	Require adjacent developments to maintain sight lines and attractive entries	EIPA (L), EICA (L), Counties (P)	TBD
	Establish island-wide signage guidelines, identify public byway facilities with attractive signage, install byway signage with distinctive byway logo	EIOLT (L), EI Chamber of Commerce (L), EIHPS (P), Counties (P), Town of EB (P)	TBD

L = Lead, P = Partner

Table 6.4 continued

Enhancing the Visitor Experience	Action Item	Responsible Party	Timeframe
	Locate clearly worded information signs to help visitors experience the intrinsic qualities of the island	EI Chamber of Commerce (L), EIHPS (L), SCDOT (P), Town of EB (P), Counties (P)	TBD
	Design and Install 4-foot shoulder for bike lanes	EBPOA (L), Town of EB (L), Counties (P)	TBD
	Develop traffic demand model for Scenic Highway 174	EICA (L), SCDOT (P), Town of EB (P), Counties (P)	TBD
	Explore the use of easements to move power lines away from the byway	EIPA (L), EICA (L), SCE and G (P)	TBD
	Create special interpretive and historical centers to inform visitors about the cultural and natural history of the island	EIHPS (L), SCDNR (P), SCPRT (P), Counties (P), Town of EB (P)	TBD
	Develop a system of pedestrian trails that would be integrated with parks and tourist destinations	EBPOA (L), Town of EB (L), Counties (P), SCDNT (P), SCPRT (P)	TBD
	Design and Install turnoffs, parking, and walking trails at appropriate scenic points where pedestrian access is feasible	EBPOA (L), Town of EB (L), Counties (P), SCDOT (P)	TBD

L = Lead, P = Partner

Table 6.4 continued

Enhancing the Visitor Experience	Action Item	Responsible Party	Timeframe
	Create points of connection that lead to historic and cultural areas that are not on the byway	EBPOA (L), Town of EB (L), EIHPS (L)	TBD
	Obtain easements or land trust transfers for properties adjoining the byway	SCDNR (L), EIOLT (L)	TBD
	Continue to review existing commerce on Edisto Island and surrounding communities to determine if appropriate facilities are available	Scenic Highway 174 Management Structure (L), Advisory Committee (L)	TBD

L = Lead, P = Partner



**Table 6.5** Action Items, Signage

<b>Signage</b>	Refer to Federal Register, vol. 60, no 96 (1995), section 9a. Corridor Management Plans, part (11)		
	<b>Action Item</b>	<b>Responsible Party</b>	<b>Timeframe</b>
	Establish island-wide signage guidelines, identify public byway facilities with attractive signage, install byway signage with distinctive byway logo	EIOLT (L), EI Chamber of Commerce (L), EIHPS (L)	TBD

L = Lead, P = Partner

**Table 6.6** Action Items, Marketing

<b>Marketing</b>	Refer to Federal Register, vol. 60, no 96 (1995), section 9a. Corridor Management Plans, part (12)		
	<b>Action Item</b>	<b>Responsible Party</b>	<b>Timeframe</b>
	Target funding sources	EIOLT (L), COG (L), EI Chamber of Commerce (P), SCDOT (P), FHA (P)	TBD
	Develop a distinctive byway logo that can be used along the byway and on print materials	EI Chamber of Commerce (L), EIHPS (L)	TBD
	Establish a Fairs and Festivals Committee to sponsor, coordinate and promote cultural events; solicit ideas from business owners regarding promotion of fairs and festivals	Scenic Highway 174 Management Structure (L), EI Chamber of Commerce (P)	TBD
	Build awareness of the unique natural and historical features of the byway through tourist promotion and brochures, visitor and educational information, interpretive centers and community activities such as festivals and tours	EIHPS (L), SCDNR (L), EIOLT (L), EBPOA (L), Town of EB (L), Scenic Highway 174 Management Structure (L)	TBD
	Establish an internet website for the byway	EIOLT (L)	TBD

L = Lead, P = Partner

**Table 6.7** Action Items, Interpretation of Significant Byway Resources

<b>Interpretation of Significant Byway Resources</b>	Refer to Federal Register, vol. 60, no 96 (1995), section 9a. Corridor Management Plans, part (11)		
	<b>Action Item</b>	<b>Lead Party</b>	<b>Timeframe</b>
	Create special interpretive and historical centers to inform visitors about the cultural and natural history of the island	EIHPS (L)	TBD
	Build awareness of the unique natural and historical features of the byway through tourist promotion and brochures, visitor and educational information, interpretive centers and community activities such as festivals and tours	EIHPS (L), SCDNR (L), EIOLT (L), EBPOA (L), Town of EB (L), Scenic Highway 174 Management Structure (L)	TBD

L = Lead, P = Partner

## **Resources**

Federal Register: National Scenic Byways Program (May 18, 1995). Retrieved August 27, 2006, from National Scenic Byways Program Web site:  
<http://www.bywaysonline.org/library/display/29607/FedReg.pdf>

## APPENDICES

### Appendix

- I. National Scenic Byways Program Policy
- II. Community Questionnaire, Results of Community Questionnaire, Focus on Edisto Participant Instructions, Results of Focus on Edisto
- III. South Carolina Scenic Byway Program
- IV. National Register Properties on Edisto Island

## Appendix I

### National Scenic Byways Program

[FHWA Docket No. 95-15]

### National Scenic Byways Program

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of FHWA interim policy.

**SUMMARY:** In response to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) mandate to establish a national scenic byways program, the FHWA announces its interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities.

**DATES:** Comments must be received on or before July 17, 1995.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. 95-15, Federal Highway Administration Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Eugene Johnson, Intermodal Division, Office of Environment and Planning, HEP-50, (202) 366-2071; or Mr. Robert Black, Attorney, Office of Chief Counsel, HCC-31, (202) 366-1359. The address is Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Beginning as early as 1966, the FHWA has participated in several studies relating to establishing national scenic byways programs. The most recent study was completed in 1991 and was conducted in response to a request in the 1990 Department of Transportation Appropriations Act. This study included recommendations for establishing a national scenic byways program, including recommended techniques for maintaining and enhancing the scenic, recreational, and historic qualities associated with each byway. The ISTEA incorporated many of the recommendations from this study and called for the establishment of a national scenic byways program. Section 1047 of the ISTEA, Pub. L. 102-240, 105 Stat. 1914, set up an advisory committee to assist the Secretary of Transportation in establishing a national scenic byways program. The advisory committee was composed of seventeen

members: the designee of the Administrator of the FHWA; appointees from the U. S. Forest Service, the National Park Service, the Bureau of Land Management, the Bureau of Indian Affairs, and the U.S. Travel and Tourism Administration of the Department of Commerce; and individuals representing the interests of the recreational users of scenic byways, conservationists, the tourism industry, historic preservationists, highway users, State and local highway and transportation officials, the motoring public, scenic preservationists, the outdoor advertising industry, and the planning professions. The advisory committee was charged with developing minimum criteria for designating highways as scenic byways or all-American roads for purposes of a national scenic byways system. After meeting four times, the advisory committee produced a report that made recommendations on all the facets of a national scenic byway program. The National Scenic Byway Program outlined in this notice follows those recommendations.

The FHWA has awarded grants to States for scenic byway projects under the interim scenic byways program established by ISTEA. The grant funds for the interim program ran out in fiscal year 1994. This notice specifies the type of projects eligible for funding and lists the funding priority for providing grants to the States under the National Scenic Byways Program.

Through this notice, the FHWA is establishing the interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. To be designated as a National Scenic Byway, a road must significantly meet criteria for at least one of the above six intrinsic qualities. For the All-American Roads designation, criteria must be met for multiple intrinsic qualities. Anyone may nominate a road for National Scenic Byway or All-American Road status, but the nomination must be submitted through a State's identified scenic byway agency and include a corridor management plan designed to protect the unique qualities of a scenic byway. The FHWA solicits comments on any part of the policy.

The National Scenic Byways Policy is as follows:

#### 1. Applicability

The policy and procedures of this document apply to any State or Federal

agency electing to participate in the National Scenic Byways Program by seeking to have a road or highway designated as a National Scenic Byway or an All-American Road and for any State seeking funds for eligible scenic byways projects. Participation in the national program shall be entirely voluntary.

#### 2. Definitions

a. *Corridor* means the road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.

b. *Corridor Management Plan* means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.

c. *Federal Agency* means the U.S. Forest Service, Bureau of Land Management, National Park Service, and the Bureau of Indian Affairs, and their scenic byways programs.

d. *Federal Agency Scenic Byway* means a road or highway located on lands under Federal ownership which has been officially designated by the responsible Federal agency as a scenic byway for its scenic, historic, recreational, cultural, archeological, or natural qualities.

e. *Intrinsic Quality* means scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

f. *Local Commitment* means assurance provided by communities along the scenic byway that they will undertake actions, such as zoning and other protective measures, to preserve the scenic, historic, recreational, cultural, archeological, and natural integrity of the scenic byway and the adjacent area as identified in the corridor management plan.

g. *Regional Significance* means characteristics that are representative of a geographic area encompassing two or more States.

h. *Scenic Byways Agency* means the Board, Commission, Bureau, Department, Office, etc., that has the responsibility for administering the State's scenic byways program activities. Unless otherwise designated, FHWA will assume that the State Scenic Byways Agency is the State Department of Transportation or State highway agency as recognized in the



administration of title 23, United States Code.

i. *Scenic Byway* means a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms "road" and "highway" are synonymous. They are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.

j. *State Scenic Byway* means a road or highway under State, Federal, or local ownership that has been designated by the State through legislation or some other official declaration for its scenic, historic, recreational, cultural, archeological, or natural qualities. An Official Declaration is an action taken by a Governor or that of an individual, board, committee, or political subdivision acting with granted authority on behalf of the State.

### 3. Requirements

a. Any highway or road submitted for designation under the National Scenic Byways Program by State or Federal agencies should be designated as a State scenic byway. However, roads that meet all criteria and requirements for National designation but not State or Federal agencies' designation criteria may be considered for national designation on a case-by-case basis. Any road nominated for the National Scenic Byway or All-American Road designation will be considered to be a designated State scenic byway.

b. A road or highway must safely and conveniently accommodate two-wheel-drive automobiles with standard clearances to be considered for designation as a National Scenic Byway or an All-American Road.

c. Roads or highways considered for National Scenic Byways and All-American Roads designations should accommodate, wherever feasible, bicycle and pedestrian travel.

d. To be considered for the All-American Roads designation, roads or highways should safely accommodate conventional tour buses.

e. A scenic byways corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be submitted in order for any road or highway to be considered for the National Scenic Byway or All-American Road designation.

f. For All-American Roads, there must be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.

g. Before a road or highway is nominated for designation as an All-American Road, user facilities (e.g. overlooks, food services, etc.) should be available for travelers.

h. An important criteria for both National Scenic Byways and All-American Roads is continuity. Neither should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor's experience.

### 4. Nomination Process

a. A nomination process will be used as the means by which roads or highways may be recognized for their intrinsic qualities and designated as National Scenic Byways or as All-American Roads. All nominations for National Scenic Byways or All-American Roads must be submitted by the State Scenic Byways Agency (SSBA) to the FHWA. The States will receive written notification of the time period for submitting nominations for designation consideration.

b. Nominations may originate from any local government, including Indian tribal governments, or any private group or individual.

c. Nominations to the program of byways on public lands may originate from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, or the Bureau of Indian Affairs, but must also come through the SSBA, with the State's concurrence.

d. A two-step process may be used for nominations originating with local sponsors to help alleviate unnecessary documentation, time, and expense.

The first step is for local sponsors to submit to the SSBA the documentation necessary for the State to determine if the scenic byway possesses intrinsic qualities sufficient to merit its nomination as a National Scenic Byway or an All-American Road.

The second step is for the remainder of the nomination package to be submitted once the State has determined that the byway is appropriate for nomination.

e. A corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be included as part of all nominations made to the FHWA for National Scenic Byways or All-American Roads designations. The corridor management plan is not required for the preliminary intrinsic

quality evaluation identified above in paragraph 4d.

f. A single application may be used by a State to seek the designation of a nominated highway as either a National Scenic Byway, an All-American Road, or as both. A highway nominated for, but failing to meet, the requirements for All-American Road designation will automatically be considered for designation as a National Scenic Byway unless the State requests otherwise.

### 5. Designation Process

a. Designations of National Scenic Byways and All-American Roads shall be made by the Secretary of Transportation after consultation with the Departments of the Interior, Agriculture, and Commerce, as appropriate.

b. A panel consisting of six to eight experts, designated by FHWA and reflecting a cross-section of the scenic byways community of interests (including experts on intrinsic qualities, tourism, and economic development), may assist in the review of highways nominated as National Scenic Byways and All-American Roads.

### 6. Designation Criteria

#### a. National Scenic Byways Criteria

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below.

The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region.

#### b. All-American Road Criteria

In order to be designated as an All-American Road, the road or highway must meet the criteria for at least two of the intrinsic qualities. The road or highway must also be considered a destination unto itself. To be recognized as such, it must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.

## 7. Intrinsic Qualities

The six intrinsic qualities are:

a. *Scenic Quality* is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

b. *Natural Quality* applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

c. *Historic Quality* encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

d. *Cultural Quality* is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

e. *Archeological Quality* involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

f. *Recreational Quality* involves outdoor recreational activities directly association with and dependent upon

the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

## 8. De-Designation Process

a. The Secretary of Transportation may de-designate any roads or highways designated as National Scenic Byways or All-American Roads if they no longer possess the intrinsic qualities nor meet the criteria which supported their designation.

b. A road or highway will be considered for de-designation when it is determined that the local and/or State commitments described in a corridor management plan have not been met sufficiently to retain an adequate level of intrinsic quality to merit designation.

c. When a byway has been designated for more than one intrinsic quality, the diminishment of any one of the qualities could result in de-designation of the byway as a National Scenic Byway or All-American Road.

d. It shall be the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan.

e. When it is determined that the intrinsic qualities of a National Scenic Byway or All-American Road have not been maintained sufficiently to retain its designation, the State and/or Federal agency will be notified of such finding and allowed 90 days for corrective actions before the Secretary may begin formal de-designation.

## 9. Corridor Management Plans

a. A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for

designation as a National Scenic Byway or an All-American Road. The corridor management plan must include at least the following:

(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.

(2) An assessment of such intrinsic qualities and of their context.

(3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.

(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.

(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.

(6) A plan to assure on-going public participation in the implementation of corridor management objectives.

(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.

(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.

(10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.

(11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.

(12) A narrative describing how the National Scenic Byway will be positioned for marketing.

(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

(14) A description of plans to interpret the significant resources of the scenic byway.

b. In addition to the information identified in Paragraph 9a above, corridor management plans for All-American Roads must include:

(1) A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.

(2) A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.

(3) A plan for addressing multi-lingual information needs.

Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

#### 10. Funding

a. Funds are available to the States through a grant application process to undertake eligible projects, as identified below in Paragraph 10c, for the purpose of:

(1) Planning, designing, and developing State scenic byways programs, including the development of corridor management plans.

(2) Developing State and Federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways or All-American Roads.

(3) Enhancing or improving designated National Scenic Byways or All-American Roads.

b. The State highway agency (SHA) shall be responsible for the submission of grant requests to the FHWA. If the SHA is not the identified scenic byways agency, all grant requests must be forwarded from that agency to the SHA for submission to FHWA.

##### c. Eligible Projects

The following project activities are eligible for scenic byways grants:

(1) *Planning, design, and development of State scenic byway programs.*

This scenic byways activity would normally apply to those States that are

about to establish or they are in the early development of their scenic byways programs. All related project activities must yield information and/or provide related work that would impact on the Statewide scenic byways program.

(2) *Making safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation.*

Safety improvements are restricted to the highway that has been designated as a scenic byway and must be the direct result of increased traffic and/or changes in the types of vehicles using the highway. The safety improvements are only considered eligible when they arise as a result of designation of the highway as a scenic byway. Any safety deficiencies that existed prior to designation of the highway as a scenic byway are not eligible for funding considerations.

(3) *Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.*

All the related facilities in this category must be constructed within or immediately adjacent to the right-of-way of the scenic byway. The facilities must also be directly related to the scenic byway.

(4) *Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.*

All eligible projects in this category must be construction alterations that are made to the scenic byway to enhance existing access to recreational areas. Improvements are generally confined to the right-of-way of the scenic byway. However, the acquisition of additional right-of-way along the byway is permitted when warranted to accommodate access improvements to the byway.

(5) *Protecting historical, archeological, and cultural resources in areas adjacent to the highways.*

Resource protection applies only to those properties that contribute to the qualities for which the highway has been designated as a scenic byway. The properties must be located directly adjacent to the scenic byway. Resource protection includes use restrictions that are in the form of easements. However, the purchase of the resource can be considered eligible only after it has been determined that all other protection measures are unsuccessful. Protection of

a resource does not include rehabilitation or renovation of a property.

(6) *Developing and providing tourist information to the public, including interpretive information about the scenic byway.*

All information must be associated with the State's scenic byways. It may provide information relating to the State's total network of scenic byways or it may address a specific byway's intrinsic qualities and/or related user amenities. All interpretive information should familiarize the tourists with the qualities that are important to the highway's designation as a scenic byway. Tourist information can be in the form of signs, brochures, pamphlets, tapes, and maps. Product advertising is not permitted on tourist information that has been developed with grant funds received under the scenic byways program.

d. No grant shall be awarded for any otherwise eligible project that would not protect the scenic, historic, cultural, natural, and archeological integrity of the highway and adjacent area.

#### 11. Scenic Byways and the Prohibition of Outdoor Advertising

As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designated scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.

(Sec. 1047, Pub. L. 102-240, 105 Stat. 1914, 1948, 1996; 23 U.S.C. 131(s); 23 U.S.C. 315; 49 CFR 1.48)

Issued on: May 11, 1995.

**Rodney E. Slater,**

*Administrator, Federal Highway Administration.*

[FR Doc. 95-12211 Filed 5-17-95; 8:45 am]

BILLING CODE 4910-22-P

#### DEPARTMENT OF THE TREASURY

##### Public Information Collection Requirements Submitted to OMB for Review

May 12, 1995

The Department of Treasury has submitted the following public

## Appendix II

Community Questionnaire, Results of Community  
Questionnaire, Focus on Edisto Participant Instructions, Results  
of Focus on Edisto

## Appendix 2

### Edisto Island Highway 174 Community Survey October 19, 2006



1. How has the character of Highway 174 changed over the past 10 years?

- |   |   |
|---|---|
| <input type="checkbox"/> Greatly deteriorated | <input type="checkbox"/> Improved         |
| <input type="checkbox"/> Deteriorated         | <input type="checkbox"/> Greatly improved |
| <input type="checkbox"/> Stayed the same      | <input type="checkbox"/> Not Sure         |

2. What do you prefer as the level of growth along Highway 174?

- |   |  |
|---|--|
| <input type="checkbox"/> No growth            | <input type="checkbox"/> Medium to high growth |
| <input type="checkbox"/> Low to medium growth | <input type="checkbox"/> High growth           |
| <input type="checkbox"/> Medium growth        |  |

3. Rank the following features in the order that you believe are most worth protecting. Rank with 1 being your first choice and 5 being your last choice.

- \_\_\_\_\_ Safe locations from which to fish, shrimp, and crab
- \_\_\_\_\_ Walking and bike trails
- \_\_\_\_\_ Horseback riding trails
- \_\_\_\_\_ Trails for motorized vehicles such as four wheelers
- \_\_\_\_\_ Site for Islanders to display and sell arts, crafts, vegetables, and seafood

4. Do you agree with the following goals for Highway 174?

	Strongly Disagree	Disagree	Don't Care	Agree	Strongly Agree
a. Balance growth and preservation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Respect private property rights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Maintain the rural character	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Enforcement of ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Highway Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Preserve historic buildings and sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Protect nature	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Provide traveler services such as hotels, restaurants, and gas stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please Continue On Back →

5. Which of the following features along Highway 174 are important or unimportant to you?

	Very Unimportant	Unimportant	Neutral	Important	Very Important
a. Edisto's unique character	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cultural resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Diversity in age, race, and income	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Historic buildings and sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Scenic views	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Tree Cover	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Plant and animal habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. In your opinion, what positive features make Highway 174 special or unique?

a. \_\_\_\_\_

b. \_\_\_\_\_

c. \_\_\_\_\_

7. In your opinion, what negative features are particular problems along Highway 174?

a. \_\_\_\_\_

b. \_\_\_\_\_

c. \_\_\_\_\_

8. What do you want the Highway 174 Corridor to be like in 10 years?

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Thank you for your input.

The Scenic 174 Coalition

# Focus On Edisto

Thank you for representing your community in the Focus on Edisto photography project. Using the camera provided, you are asked to photograph sights along the Highway 174 Corridor. These photographs may include positive or negative characteristics and may include views, vistas, historical locations, and cultural locations on or near Highway 174. Use this as an opportunity to photograph what you think should be preserved as well as what you think should be avoided or changed in the future. Participation in the project involves a few responsibilities:

- Take 11 photographs of items that you like or dislike along the Highway 174 Corridor study area. *Only the first 11 photographs you take will be used for this project.*
- Immediately after you take each photo, please fill in the corresponding lines on the photo log following these guidelines:

- **Focus Area:** Please select a focus area from the following options to which your photo most closely relates-

AESTH -	Aesthetic
ENV -	Environment
PRES -	Preservation
QOL -	Quality of Life
SAF -	Safety

- **Like / Dislike:** Simply state whether you like or dislike the item in your photo.
- **Evaluation:** On a scale of “1=dislike” to “5=like,” please indicate the extent to which you dislike or like the specific item you photographed.
- **How Important:** On a scale of “1=unimportant” to “5= important”, please indicate how important the specific item photographed is to you.
- **Comments:** In this space, please provide a brief explanation of what you like or dislike about the specific photographed item and why.

On the back of this page is an example.

*Again, thank you for your valuable time and assistance with this project.*



## Example.

If your first photograph is of

- Large hardwood trees
- You feel that the presence of large trees is very important in keeping a natural feel to the area;

You might respond on the photographer's log in the following manner:

Focus Areas:      AESTH - Aesthetic  
                          ENV - Environment  
                          PRES - Preservation  
                          QOL - Quality of Life  
                          SAF - Safety

*Following the instruction sheet, please complete each box for each photo taken.*

Camera ID # \_\_\_\_\_

Photo Number	AESTH ENV PRES QOL SAF - Focus Area	Like / Dislike	How strongly do you like or dislike the item in the photograph?			How important is the item in the photograph?		Comments
			Dislike 1 5	Neutral 2 3	Like 4	Unimportant 1 5	Important 3 4	
1	ENV	Like		5		4		I like the large natural hardwoods because they preserve the natural feel of the area.
2								
3								





### **Edisto Island Highway 174 Community Questionnaire**

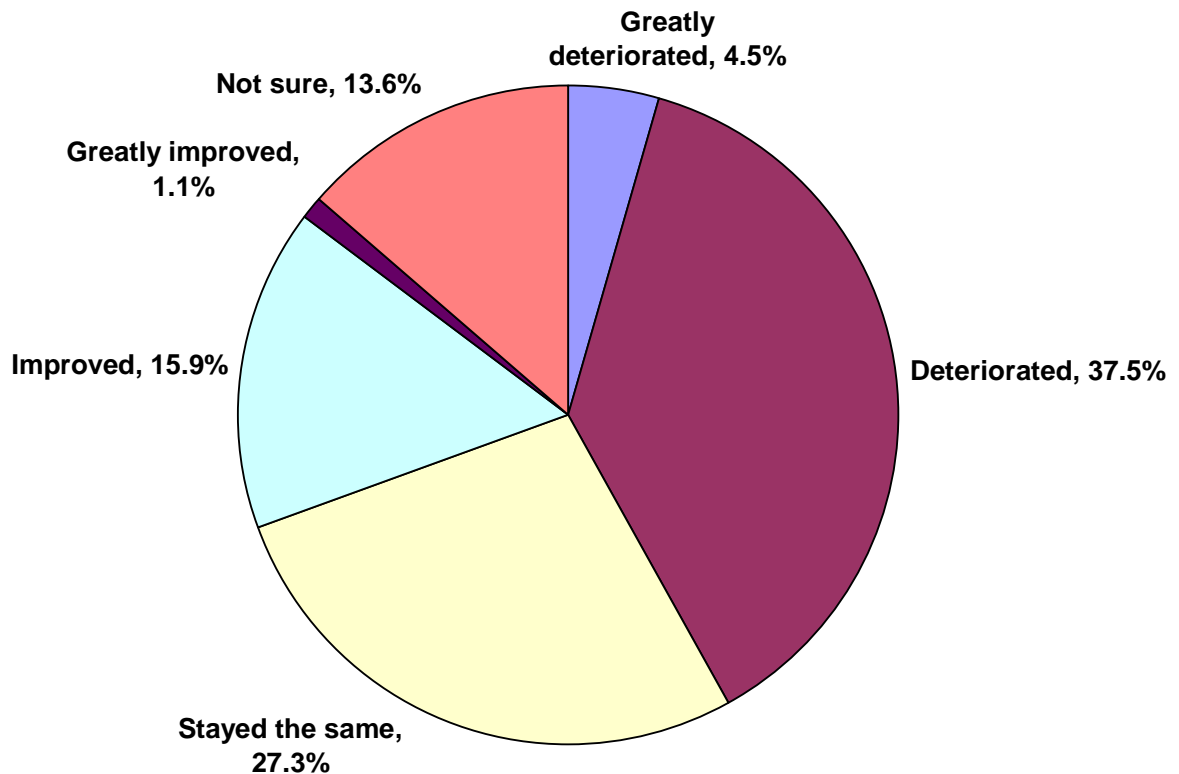
A questionnaire was distributed to attendees of the public meeting held on October 19, 2006, at the New First Baptist Church. There were 92 participants. The results of the input will provide understanding of the community's sentiments and will help guide the National Byway Designation application process.

The questionnaire (Appendix I) contains five graded questions that show the preferences of the respondents and three questions to solicit open-ended responses to specific questions. The first five questions address broader issues such as growth, goals for the community and the importance of features on the island. The open-ended questions provide an opportunity for residents to bring more specific responses to the table, perhaps on issues that were not addressed in the first five questions, or issues that warranted more detail.

**February 2007**



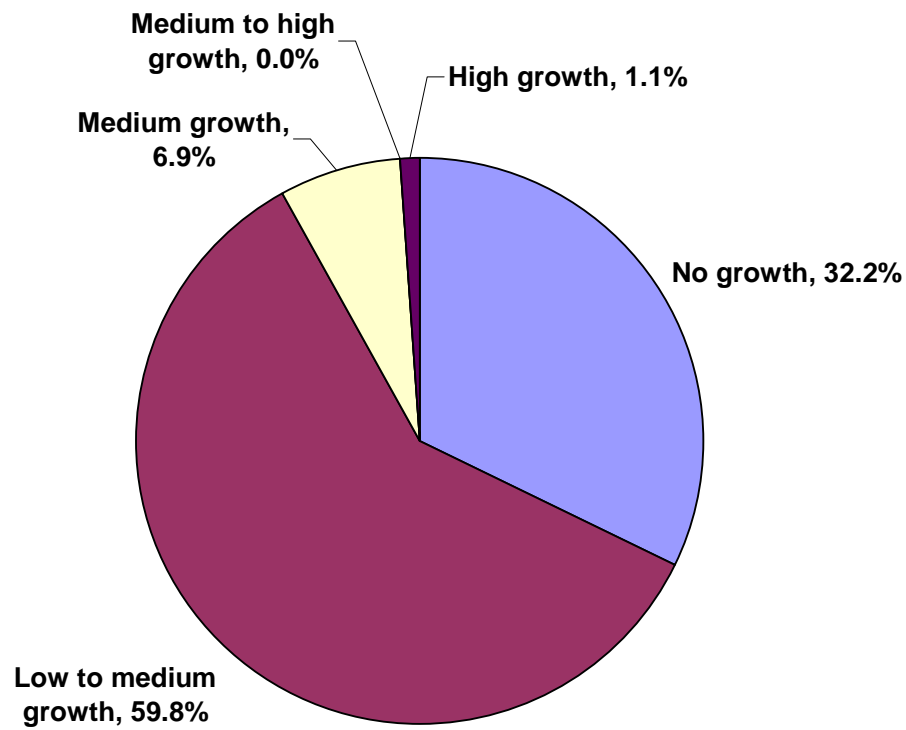
# 1. How has the character of Highway 174 changed over the last ten years?



Question number one assesses participants' perception as to whether and to what extent the character of Scenic Highway 174 has changed. The majority of participants believe that the change in character has been negative.

- 37 participants (42 percent) said that they believe the byway has deteriorated or greatly deteriorated over the last ten years.
- 24 participants (27.3 percent) said that they believe the byway has stayed the same over the last ten years.
- 14 participants (15.9 percent) said that they believe the byway has improved over the last ten years with one person indicating that the character has greatly improved over the last 10 years.

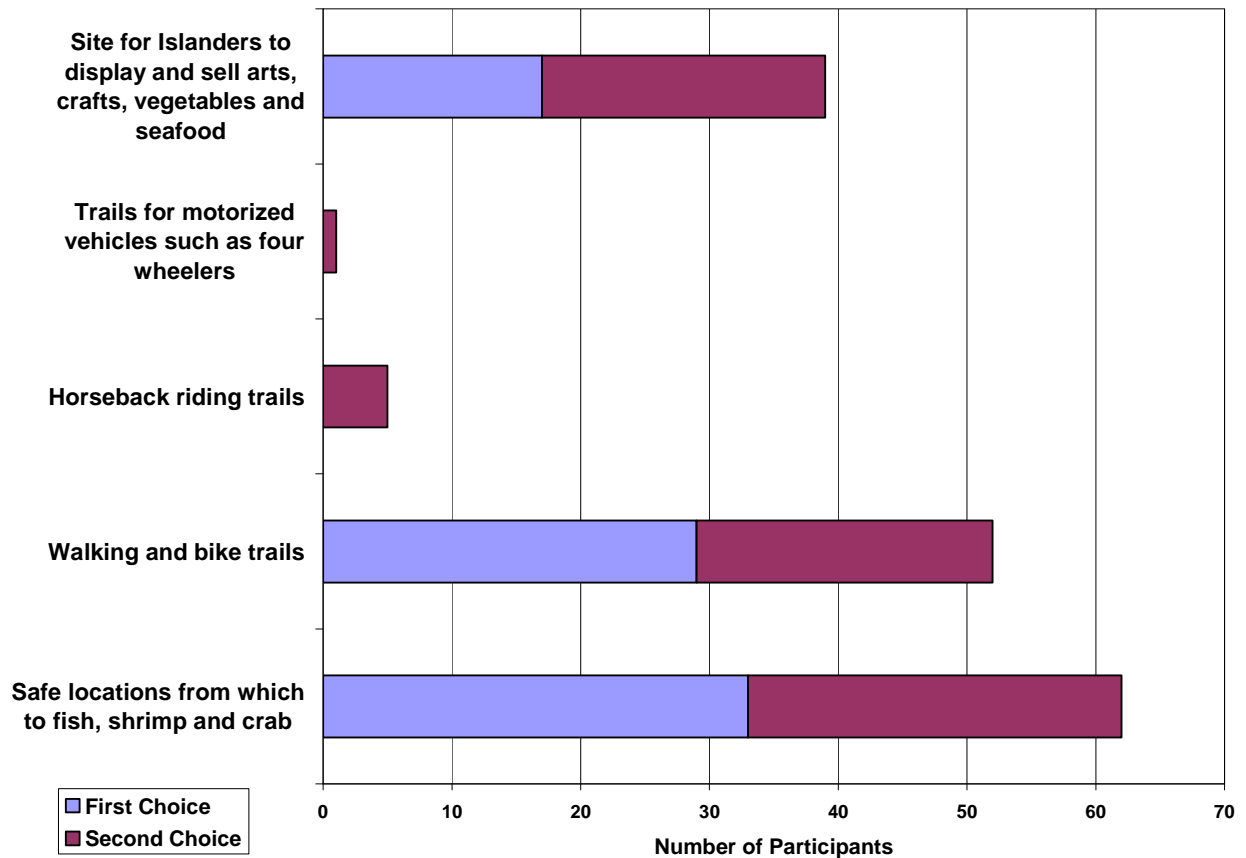
## 2. What do you prefer as the level of growth on Highway 174?



The level of growth on Scenic Highway 174 has the potential to affect the corridor's appearance, safety, and service levels.

- The majority of participants preferred some growth on Scenic Highway 174. Of those preferring some growth, most of the respondents (59.8 percent) prefer “low to medium growth”, followed by 6.9% preferring “medium growth”. Only one individual indicated a desire for high growth.
- No growth was the preferred option for 32.2 percent of the respondents.

**3. Rank the following features in the order that you believe are most worth protecting. Rank with 1 being your first choice and 5 being your last choice.**

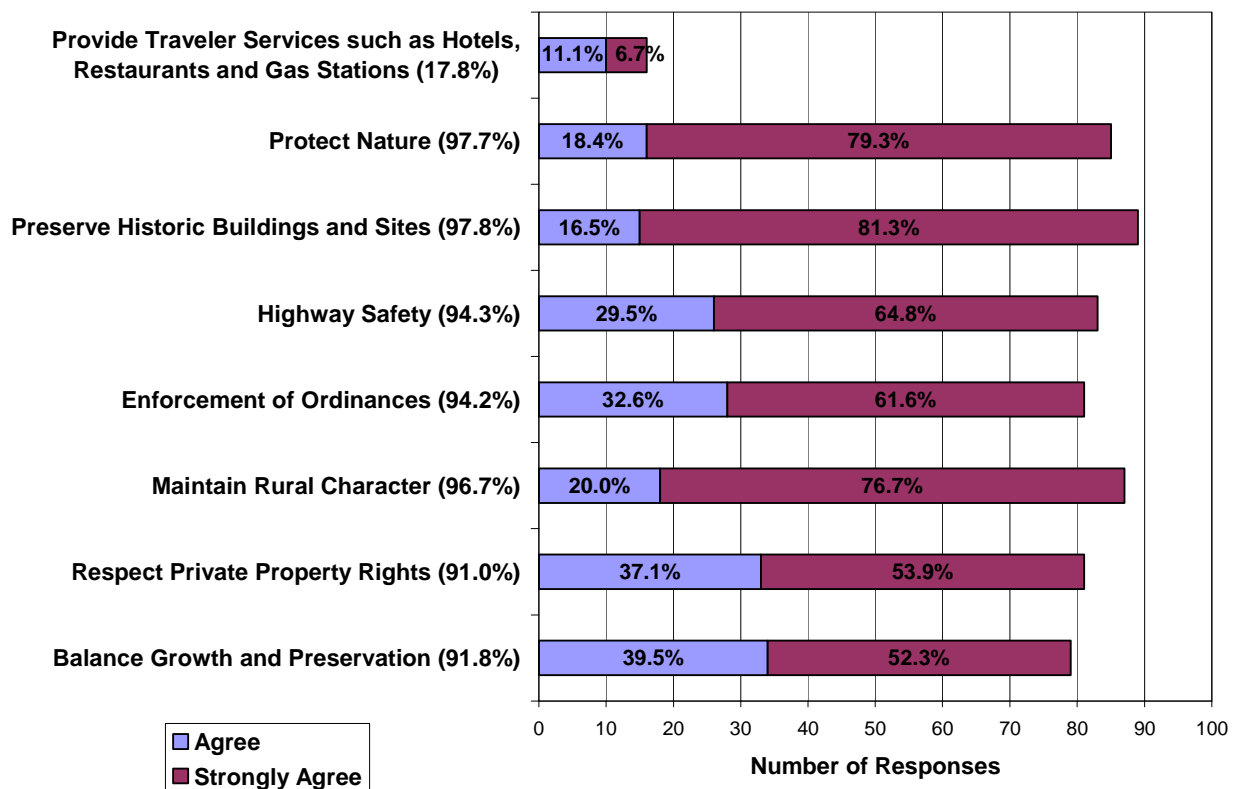


The Coalition requested information on these particular features in order to help them understand which activities are worth protection.

- Based on the responses, the ranked list of features is as follows:
  1. Safe locations from which to fish, shrimp and crab
  2. Walking and bike trails
  3. Site for Islanders to display and sell arts, crafts, vegetables and seafood
  4. Horseback riding trails
  5. Trails for motorized vehicles such as four wheelers

- Out of the features listed, 41.3 percent of the participants are most interested in protecting and promoting safe places for people to fish, shrimp and crab on the island.
- It is interesting to note that the majority of the participants seemed to have the least interest in the protection of horse trails and motorized vehicle trails.
  - "Horseback riding trails" ranked fourth among features listed at 70.5 percent.
  - Of the features listed, 85.5 percent of respondents were least inclined to protect "trails for motorized vehicles such as four wheelers".

#### 4. Do you agree with the following goals for Highway 174?



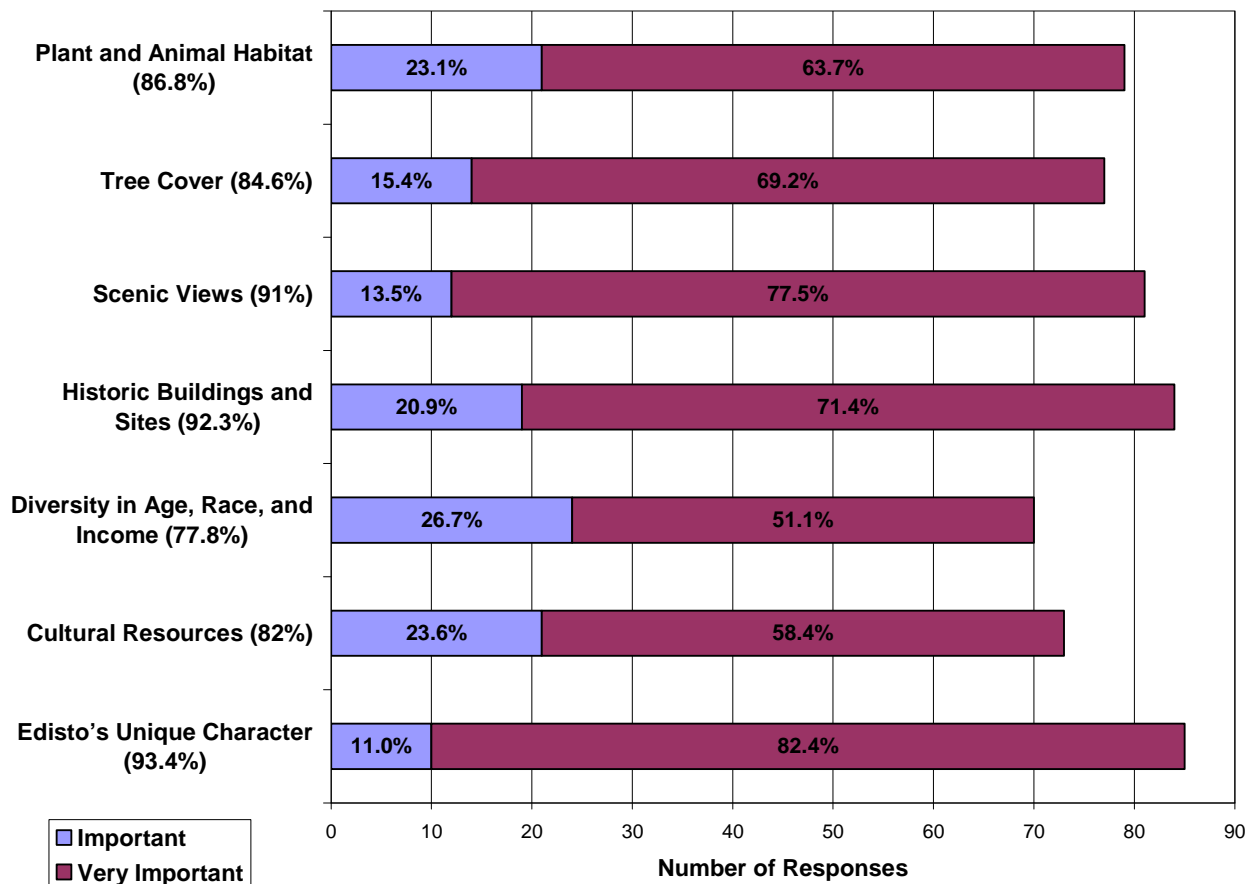
Defining goals for Scenic Highway 174 will guide future byway improvements and strengthen the community's ability to defend the byway from uses that jeopardize the goals.



- Over 90 percent of all participants agree with the majority of the goals.
- “Preserve historic buildings and sites” and “protect nature” have the highest agreement among participants, with 97.8 percent and 97.7 percent respectively. “Maintain rural character” follows closely with 96.7 percent of participants who agree with this goal. Participants also agree with the following goals: “highway safety” (94.3 percent), “enforcement of ordinances” (94.2 percent), “balance growth and preservation” (91.8 percent) and “respect private property rights” (91.0 percent).
- Many of the participants, 74.4 percent, disagree or strongly disagree with the goal of providing traveler services.

<b>Provide traveler services such as hotels, restaurants and gas stations</b>		
	<b># of Responses</b>	<b>% of Responses</b>
Strongly Disagree	38	42.2%
Disagree	29	32.2%
Don't Care	7	7.8%
Agree	10	11.1%
Strongly Agree	6	6.7%

## 5. Which of the following features along Highway 174 are important or unimportant to you?



This question allowed a choice among 5 responses ranging from very unimportant to very important. The chart above represents the important and very important issues. Determining the importance of specific features along Scenic Highway 174 will help frame the future goals.

- The majority of participants think that all of the features listed above are either important or very important. All of these features are significant elements of Edisto Island and each plays a role in the quality of life for island residents.
- The majority of the respondents (93.4 percent) ranked “Edisto’s unique character” as important or very important. Of these responses, 82.4 percent felt that the character was very important. In level of importance, character was followed by historic buildings and sites (92.3 percent) with 71.4 percent

seeing the historic sites as very important. Scenic views (91 percent) also ranked high in importance with 77.5 percent of these respondents ranking the views as very important.

**6. In your opinion, what special features make Highway 174 special or unique?**

<b>Category</b>	<b>Number of People Who Mentioned It</b>
Cultural	68
Historic	18
Natural	84
Recreational	2
Scenic	38
Other	1

The responses to this question will help to guide the marketing for Scenic Highway 174 and will show why it is qualified for National Scenic Byway Designation. Highlighting the special features of Scenic Highway 174 will help define the features that set it apart from other coastal islands.

- As noted in the table above, the natural features were most frequently mentioned as contributing to the uniqueness of Edisto Island. Under natural features, 52 participants mention the tree canopy, 24 mention the live oaks and 24 mention the marsh vistas. In the scenic category, 31 people mention more general scenic views and open space.
- Under cultural features, 15 participants refer to character as the positive feature that makes Highway 174 unique. From the breadth of the responses, we get a sense that this character is rural and scenic but also authentic to the history, surroundings and people of Edisto Island. Most of the commercial development is attached in some way to the Islanders, either to serve them or to sell a direct product of their labors. Local vegetable markets, the folk art, and the sweet grass basket stands all contribute to the ambience. Eighteen of the participants also mention the importance of the historic sites, particularly the churches, under the historic category.

**7. In your opinion, what negative features are particular problems along Highway 174?**

Category	Number of People Who Mentioned It
Cultural	5
Planning and Development	36
Natural	2
Services	7
Recreational	8
Scenic	13
Lack of Maintenance	44
Safety	68
Other	6

Although it is important to emphasize the good qualities of Scenic Highway 174, it is also necessary to be aware of problems so that they can be addressed and alleviated to the extent necessary.

- The commonly mentioned problems along Scenic Highway 174 fall under the safety category. Traffic safety and speeding is mentioned by 26 participants. Speeding could be addressed by reducing the speed limit (mentioned as a problem by 8 participants) or by simply increasing police patrols (lack of patrols mentioned as a problem by 9 participants).
- The lack of maintenance category is mentioned by 44 participants, with the main concerns focusing on trash (mentioned by 24 participants) and unsightly yards/buildings (mentioned by 13 participants).
- The planning and development category includes the responses from 36 participants on problems such as the abundance of commercial signs and the lack of proper planning for existing commercial development.

## 8. What do you want the Highway 174 Corridor to be like in 10 years?

Category	Number of People Who Mentioned It
Scenic	24
Natural	17
Preservation	10
Cultural	5
Recreation	6
Planning and Development	15
Maintenance	5
Safety	54
Other	32

Question eight attempts to gather consensus on what participants believe the Scenic Highway 174 corridor should be like in 10 years.

- A majority of the participants, 54 people, mention safety as a concern for the future of the corridor. Fourteen participants would like to see the addition of biking and walking trails and 13 participants simply want the corridor to be safer. Other responses in the safety category include lowering the speed limit, increasing the number of lanes on Scenic Highway 174, *not* increasing the number of lanes on Scenic Highway 174 and increasing police patrols.
- Maintaining the scenic qualities of the island, under the scenic category, is mentioned by 13 participants. Other participants would like to bury power lines and have buffers in the future.
- Seventeen participants would like to safeguard the natural setting of the island for the future, as “maintain natural qualities” is the most commonly cited single response. However, if the responses for “no change/same” (mentioned by 16 participants) and “similar to now” (mentioned by 16 participants), from the “other” category, are combined then one could say that “little to no change” is the most common response. Luckily, each of these choices does not have to be exclusive of one another. Edisto Island’s community could promote the maintenance of natural qualities by discouraging changes that could possibly damage the environment.

## Questionnaire Conclusions:

The purpose of this questionnaire was to find out what issues are important to residents and to involve the community in laying the groundwork for Edisto Island's future. The opinions of residents are a key aspect of the Corridor Management Plan and they will be reviewed and considered as plans and policies are developed.

- The fact that many participants think that Scenic Highway 174 has deteriorated in the last ten years is a significant issue. Question eight provides some meaningful responses as to changes that might be implemented in order to curb deterioration. Participants would like the corridor to retain its beauty and the quality of its environment, to be safer, to have as few changes as possible, and to have more bicycle/walking trails ten years from now.
- The desire for low growth around Scenic Highway 174 is a common theme in the questionnaire responses. The low to medium growth preference from question two corresponds to the majority of participants being opposed to traveler services in question four. However, question four does not offer the opportunity to specify which of the services might be useful or agreeable to the participants if particular design features are present. Participants would like to preserve the rural character of Edisto Island because they feel that it is part of what makes the island unique.
- Nearly 98 percent of participants agree with the goal to preserve historic buildings and sites from question four, which is consistent with the 92.3 percent of participants from question five who think that historic buildings and sites are important.
- Many participants are also concerned with the safety of the corridor for residents and visitors. In question 3, of the features listed, participants ranked "safe locations from which to fish, shrimp and crab" as the most important feature to protect. In question four, 94.3 percent of participants agree that "highway safety" should be a goal for Scenic Highway 174. Safety was also frequently mentioned in the open-ended questions both in terms of speeding concerns and needed improvements along the stretch of highway. The importance of "walking and

bike trails” noted in question three deals with recreation, safety and transportation. A “lack of sidewalks/paths” was stated as a problem by seven participants in question seven and “biking/walking trails” was mentioned by 14 people in question eight as something they would like to have in the future.

- Three of the features from question five deal with nature and the views of nature: “plant and animal habitat”, “tree cover” and “scenic views”. All of these features were considered important or very important by over 84 percent of the participants. Therefore, it makes sense that 97.7 percent of participants agree that the protection of nature should be a goal for Scenic Highway 174. Natural features, such as the trees, marshes and wildlife are also mentioned throughout the open ended questions.



# **Focus on Edisto**

## **February 2007**



**CLEMSON**  
UNIVERSITY

The Focus on Edisto photography project was intended to provide additional input into the Scenic Byway planning process. As noted in the following table, twenty-nine community members participated in the project, including members of local groups and volunteers from the public meeting.

Stakeholder Group	Photographers
1. Edisto Island Open Land Trust	2
2. Edisto Island Community Association	2
3. Edisto Beach Property Owners Assn.	3
4. Edisto Chamber of Commerce	3
5. Edisto Island Historic Preservation Society	3
6. FREESPACE	3
7. Edisto Ministerial Alliance	3
8. Community Volunteers from Public Meeting	10
<b>TOTAL:</b>	<b>29</b>

At the September 28, 2006 meeting of the Scenic Highway 174 Coalition, the group identified focus areas that would provide a framework to guide the Focus on Edisto photography project. The focus areas included:



- Aesthetic
- Environment
- Preservation
- Quality of life
- Safety

Community representatives were asked to photograph sights on Edisto Island and fill out a log sheet entry for each picture. On the log sheets participants indicated the contents of their photographs. Then they rated how important they thought the picture was and why they took each picture (See Appendix 1 for participant instructions). Once the cameras and log sheets were collected, the printed photographs were divided by focus area and prevailing themes for each focus area were noted.

The photographs were then categorized by theme and placed within a matrix. The themes used in the matrices were divided by whether the photographer liked or disliked the photograph and if the item was present or absent. For example, a photograph of a building located on Scenic Highway 174 was disliked by the participant because buffer screens were not present to block the view from the road. The matrices used for this project are based on the Jim Self Center's Community Values Interpretive Model.

The matrices compile the themes to show what items the participants would like to promote, protect, prescribe a solution and prevent. The percentage of participants who photographed an item in each theme is recorded in the matrices, as well as the average importance score for all items in the theme. When analyzing the data, the average importance score for a theme must be considered in terms of how many participants took a picture of it. Therefore, an average importance score of 5.00 (on a scale of 0 to 5.00) would not necessarily mean that the item is of high importance to the community if only one participant took a photograph in that theme. The goal of the Focus on Edisto photography project is to define important issues of concern to the byway and to provide a basis for the creation of goals in the Corridor Management Plan.

## **Aesthetic**

The "aesthetic" focus area is the largest, with 111 photographs taken by 89.6 percent of participants and 16 themes. The average importance rating for all photographs in this focus area is 4.33 on a 5-point scale, meaning that nearly all participants feel that aesthetic issues are important. The following picture is an example from the "marsh" theme in the "aesthetic" focus area.



**Photographer's Comment: "Shrimp boat represents an island 'way of life' and our views of the marsh are unparallel"**

The "aesthetic" focus area matrix, below, shows the categorization of each theme. "Sign pollution" is the most photographed theme, since 44.8 percent of participants took photographs of signs and noted their dislike that these signs are present along the byway. Other items that participants would like to prescribe a solution for are "inappropriate commercial structures", "rundown and unoccupied commercial structures" and "litter". Participants would like to protect "local commercial enterprises", "trees", "marshes" and "quirky Edisto". The promotion of "buffer screening" is also something that 20.7 percent of participants would like. Based on the themes that have a high importance rating and are mentioned by many of the participants, the important issues for aesthetics are the protection of:

- Trees – average importance of 4.78, photographs taken by 27.6 percent of participants

- Marshes – average importance of 5.00, photographs taken by 24.1 percent of participants
- Local commercial enterprises – average importance of 4.40, photographs taken by 31.0 percent of participants
- The trees and marshes on Edisto Island are the highest priority for aesthetic issues and local commercial enterprises, although important, are of a lower priority.

# Aesthetic Focus Area

## Present

Prescribe	Protect
Unsightly Utility Lines (10.3%*, 4.67**)                     Litter (13.8%, 4.00)                     Dock Proliferation (3.4%, 4.00)                     Pretentious Structures & Entrances that Damage Views (3.4%, 4.50)                     Inappropriate Commercial Structures (41.4%, 3.94)                     Sign Pollution (44.8%, 3.94)                     Rundown & Unoccupied Commercial Structures (17.2%, 4.14)	Historic Buildings & Churches (10.3%, 4.75)                     Island Entrances & Roads (13.8%, 4.25)                     Trees (27.6%, 4.78)                     Marshes (24.1%, 5.00)                     Rural Scenes (6.9%, 5.00)                     Quirky Edisto (20.7%, 4.33)                     Local Commercial Enterprises (31.0%, 4.40)                     Farms & Rural Community (13.8%, 5.00)
Promote	Prevent
Buffer Screening (20.7%, 4.29)	

Dislike

Like

## Absent

\*Percentage of photographers who photographed this theme.  
 \*\* Average importance score for all pictures in this theme.

## Environment

The “environmental” focus area consists of 52 photographs, taken by 68.9 percent of participants, which are divided into 16 themes. The average importance rating for all photographs in this focus area is 4.69 on a 5-point scale, which means that environmental issues are very important to participants. The following picture is an example from the “wildlife habitat” theme in the “environment” focus area.



**Photographer’s Comment: “I love that we care about nature (osprey nest) as part of our way of life”**

The themes from the “environment” focus area are categorized in the following matrix.

- The majority of the photographs in this focus area are of items that the participants would like to protect, including:



- Oak trees – average importance of 5.00, photographs taken by 27.6 percent of participants
- Wildlife habitat – average importance of 5.00, photographs taken by 24.1 percent of participants
- Views – average importance of 4.75, photographs taken by 13.8 percent of participants
- “Oak trees” are the most important issue within the environmental focus area, with “wildlife habitat” and then “views” as the next most important issues.
- The themes within the prescribe quadrant are only mentioned by one or two participants and, although these may be issues that warrant further inquiry, they are not major issues of concern within this exercise.
- Participants would also like to promote “buffer screens” and “two lane roads” and would like to prevent “dock proliferation”.
  - The promotion of “two lane roads” also has a high importance rating (4.75) based on photographs taken by 13.8 percent of the participants.

# Environment Focus Area

Present

<p><b>Prescribe</b></p> <p>Paved Roads (3.4%*, 5.00**)         Damage to Wildlife Habitat (3.4%, 5.00)         Folk Art (3.4%, 1.00)         Unused Parking Lot (3.4%, 5.00)         Litter Along Road (6.9%, 5.00)         Rundown Buildings (3.4%, 1.00)</p>	<p><b>Protect</b></p> <p>Dirt Roads (6.9%, 4.00)         Water Quality (6.9%, 5.00)         Oak Trees (27.6%, 5.00)         Views (13.8%, 4.75)         Bridges &amp; Causeways (3.4%, 5.00)         Agricultural Land (3.4%, 5.00)         Wildlife Habitat (24.1%, 5.00)</p>
<p><b>Promote</b></p> <p>Buffer screening (3.4%, 5.00)         Two Lane Roads (13.8%, 4.75)</p>	<p><b>Prevent</b></p> <p>Dock Proliferation (6.9%, 3.00)</p>

Dislike

Like

Absent

\*Percentage of photographers who photographed this theme.  
 \*\* Average importance score for all pictures in this theme.

## Preservation

The “preservation” focus area includes 61 photographs, taken by 82.7 percent of participants, with eight themes. Of all of the focus areas, “preservation” has the highest average importance rating: 4.75 on a 5-point scale. The following picture is an example from the “historic churches” theme in the “preservation” focus area.



**Photographer’s Comment: “These beautiful churches are an essential part of the history and character of Edisto Island”**

The “preservation” focus area has few themes because many participants identified the same items in their photographs.

- All but two of the themes are categorized as things that need to be protected.
  - Over half of the participants (58.6 percent) identified “historic churches” as something to protect on the island and it received an average importance score of 4.91.

- The need to protect “rural and natural landscape” on Edisto was mentioned by 34.5 percent of participants and has an average importance score of 4.86.
- Other themes within the protect quadrant are:
  - “Local culture” – photographs taken by 27.6 percent of participants with an average importance score of 4.63
  - “Historic homes” – photographs taken by 20.7 percent of participants with an average importance score of 4.43
  - “Historic commercial buildings” – photographs taken by 20.7 percent of participants with an average importance score of 4.63
- Photographs depicting both the need to remedy the “loss of farms” and to promote “historic buildings” were taken by 3.4 percent of participants and had an average importance score of 5.00.
- The preservation of historic structures emerges as possibly the most important issue for the island due to its high importance score and the fact that it was identified by over half of the participants.

# Preservation Focus Area

Present		Like
Prescribe	Protect	
Loss of Farms (3.4%*, 5.00**)	Local Culture (27.6%, 4.63) Historic Churches (58.6%, 4.91) Historic Homes (20.7%, 4.50) Historic Roads (6.9%, 4.50) Historic Commercial Buildings (20.7%, 4.43) Rural & Natural Landscape (34.5%, 4.86)	
		Dislike
Promote	Prevent	
Historic Buildings (3.4%, 5.00)		
Absent		Like

\*Percentage of photographers who photographed this theme.  
 \*\* Average importance score for all pictures in this theme.

## Quality of Life

The “quality of life” focus area contains 53 photographs taken by 72.4 percent of participants, with 11 issues emerging as themes. The average importance rating for all photographs in this focus area is 4.48 on a 5-point scale. The following picture is an example from the “local vendors and markets” theme in the “quality of life” focus area.



**Photographer's Comment: “Edisto’s roadside markets are an important part of the sense of place and provide important support to local farmers”**

The matrix for “quality of life” shows that the majority of themes are items that participants wish to protect.

- The most important theme is the protection of “local vendors and markets” with photographs taken by 48.3 percent of participants and an average importance score of 4.68. Therefore, actions to protect local vendors and markets on the island are of concern to residents and should be addressed in the Corridor Management Plan.

- Other themes categorized in the protect quadrant are:
  - “Fishing and crabbing access” - photographs taken by 24.1 percent of participants with an average importance score of 4.38
  - “Education – schools, museums, community center” - photographs taken by 13.8 percent of participants with an average importance score of 4.57
  - “Religious environment” - photographs taken by 10.3 percent of participants with an average importance score of 5
  - The three preceding themes are of relatively equal importance, based on the importance scores and percent of participants, and possible goals to protect them should be considered.
- “Crime” is listed in the prescribe quadrant based on photographs taken by 6.9 percent of participants and “additional grocery store” is listed in the promote quadrant based on photographs taken by 3.4 percent of participants.



# Quality of Life Focus Area

Present		Like
Prescribe	Protect	
Crime (6.9%*, 5**)	Local Vendors and Markets (48.3%, 4.68) Fishing and Crabbing Access (24.1%, 4.38) Religious Environment (10.3%, 5) Views and Unique Flavor (10.3%, 4) Tasteful Neighborhood Entrances (6.9%, 4) Affordability in Housing and Recreation (6.9%, 4) Containment of Commercial Areas – to prevent sprawl (3.4%, 4) Recycling Center (6.9%, 4) Education – schools, museums, community center (13.8%, 4.57)	
Promote	Prevent	Absent
Additional Grocery Store (3.4%, 5)		

\*Percentage of photographers who photographed this theme.  
 \*\* Average importance score for all pictures in this theme.

The Jim Self Center on the Future  
 Strom Thurmond Institute of Government and Public Affairs  
 Clemson University  
 February 2007

## Safety

The “safety” focus area consists of 34 photographs, taken by 51.7 percent of participants, that are divided into 12 themes. The average importance rating for all photographs in this focus area is 4.59 on a 5-point scale. The following picture is an example from the “speed limit too high” theme in the “safety” focus area.



**Photographer’s Comment: “In various areas of 174 the speed limit should be lowered”**

The majority of the photographs taken for the “safety” focus area deal with safety hazards that participants would like to see removed.

- The themes mentioned by the most participants are in the prescribe quadrant:
  - “Speed limit too high” - photographs taken by 20.7 percent of participants with an average importance score of 4.81

- “Highway design flaws” - photographs taken by 10.3 percent of participants with an average importance score of 5
  - Therefore, there is a greater concern for safety based on high speeds than the design flaws of Scenic Highway 174.
- A few of the participants (3.4 percent) believe that the “multi-purpose buildings”, the “new EMS building” and the “bike path” should be protected because they are safety features currently available on the island
  - However, the “lack of bike path” along the entire length of Scenic Highway 174 is something that 6.9 percent of the participants would like to promote.

# Safety Focus Area

Present		Like
Prescribe	Protect	
Speed Limit too High (20.7%*, 4.81**) Highway Design Flaws (10.3%, 5) Trees too Close to Road (6.9%, 3.67) Building too Close to Road (3.4%, 5) Nightclubs on Road (3.4%, 5) Garbage in Yard (3.4%, 2) Fire Hazard from Underbrush (3.4%, 5)	Multi-Purpose Buildings (3.4%, 5) New EMS Building (3.4%, 5) Bike Path (3.4%, 5)	
Promote	Prevent	Dislike
Lack of Bike Path (6.9%, 5) Lack of Safe Place to Fish (3.4%, 1)		
Absent		Dislike

\*Percentage of photographers who photographed this theme.  
 \*\* Average importance score for all pictures in this theme.

# Combined Themes

The following matrix, with all of the themes included, shows the total breakdown of themes by quadrant.

# Combined Themes

Present

<p><b>Prescribe</b></p> <p>Aesthetic: 7 themes, avg. importance 4.17*</p> <p>Environment: 6 themes, avg. importance 3.67</p> <p>Preservation: 1 theme, avg. importance 5</p> <p>Quality of Life: 1 theme, avg. importance 5</p> <p>Safety: 7 themes, avg. importance 4.35</p> <p>TOTAL: 22 themes</p>	<p><b>Protect</b></p> <p>Aesthetic: 8 themes, avg. importance 4.69</p> <p>Environment: 7 themes, avg. importance 4.87</p> <p>Preservation: 6 themes, avg. importance 4.64</p> <p>Quality of Life: 9 themes, avg. importance 4.29</p> <p>Safety: 3 themes, avg. importance 5</p> <p>TOTAL: 33 themes</p>
<p><b>Promote</b></p> <p>Aesthetic: 1 theme, avg. importance</p> <p>Environment: 2 themes, avg. importance 4.88</p> <p>Preservation: 1 theme, avg. importance 5</p> <p>Quality of Life: 1 theme, avg. importance 5</p> <p>Safety: 2 themes, avg. importance 3</p> <p>TOTAL: 7 themes</p>	<p><b>Prevent</b></p> <p>Aesthetic: 0 themes</p> <p>Environment: 1 themes, avg. importance 3</p> <p>Preservation: 0 themes</p> <p>Quality of Life: 0 themes</p> <p>Safety: 0 themes</p> <p>TOTAL: 1 theme</p>

Dislike

Like

Absent

\*\* Average importance score for all themes in this quadrant.

## Conclusion

- The majority of the themes are located in the protect quadrant, showing that participants want to protect the items that make Edisto Island special.
  - “Aesthetic”, “environmental”, “preservation” and “quality of life” themes are mostly illustrated by photographs of items that participants like because they are present (protect quadrant).
- The majority of “safety” theme photographs depict current problems on the island
  - Seven of 12 themes are noted within the prescribe quadrant, so remedies to these problems should be created.
- “Preservation” focus area has a great deal of agreement that historic buildings and the rural nature of the island should be protected and promoted. The “preservation” focus area warrants the most attention due to its high agreement among participants and high importance scores.
- The “aesthetic” and “environment” focus areas are equally important and therefore also deserve careful attention after the “preservation” issues.
- The “safety” and “quality of life” focus areas are overall important issues, but are not identified as the most important from this exercise.
- The only item that was identified as something to prevent was the proliferation of docks along the water.
- Important issues that have been identified from the photography project and therefore should be addressed in the Corridor Management Plan are:
  - **Protect** – local commercial enterprises, trees, the quirkiness of the island, wildlife habitat, local vendors and markets, views, historic structures and fishing and crabbing access
  - **Prevent** – dock proliferation
  - **Promote** – buffer screening and two lane roads
  - **Prescribe** – inappropriate commercial structures, sign pollution, litter, crime, high speed limits and highway design flaws

# Focus On Edisto

Thank you for representing your community in the Focus on Edisto photography project. Using the camera provided, you are asked to photograph sights along the Highway 174 Corridor. These photographs may include positive or negative characteristics and may include views, vistas, historical locations, and cultural locations on or near Highway 174. Use this as an opportunity to photograph what you think should be preserved as well as what you think should be avoided or changed in the future. Participation in the project involves a few responsibilities:

- Take 11 photographs of items that you like or dislike along the Highway 174 Corridor study area. *Only the first 11 photographs you take will be used for this project.*
- Immediately after you take each photo, please fill in the corresponding lines on the photo log following these guidelines:
  - **Focus Area:** Please select a focus area from the following options to which your photo most closely relates-

AESTH -	Aesthetic
ENV -	Environment
PRES -	Preservation
QOL -	Quality of Life
SAF -	Safety
  - **Like / Dislike:** Simply state whether you like or dislike the item in your photo.
  - **Evaluation:** On a scale of “1=dislike” to “5=like,” please indicate the extent to which you dislike or like the specific item you photographed.
  - **How Important:** On a scale of “1=unimportant” to “5= important”, please indicate how important the specific item photographed is to you.
  - **Comments:** In this space, please provide a brief explanation of what you like or dislike about the specific photographed item and why.

On the back of this page is an example.

***Again, thank you for your valuable time and assistance with this project.***



### Example.

If your first photograph is of

- Large hardwood trees
  - You feel that the presence of large trees is very important in keeping a natural feel to the area;
- You might respond on the photographer's log in the following manner:

Focus Areas:      AESTH - Aesthetic  
                         ENV - Environment  
                         PRES - Preservation  
                         QOL - Quality of Life  
                         SAF - Safety

Camera ID # \_\_\_\_\_

*Following the instruction sheet, please complete each box for each photo taken.*

Photo Number	AESTH ENV PRES QOL SAF - Focus Area	How strongly do you like or dislike the item in the photograph?					How important is the item in the photograph?					Comments
		Dislike 1	2	Neutral 3	Like 4	Like 5	Unimportant 1	2	3	4	Important 5	
1	ENV			5				4				I like the large natural hardwoods because they preserve the natural feel of the area.
2												
3												

Following the instruction sheet, please complete each box for each photo taken.

\*Please return to EIOLT (547 Highway 174) anytime between 10am and 4pm by October 30, 2006.

Camera ID # \_\_\_\_\_

Photo Number	AESTH ENV PRES QOL SAF	Like / Dislike	How strongly do you like or dislike the item in the photograph?					How important is the item in the photograph?					Comments	
	Focus Area		Dislike 1	2	3	4	Like 5	Unimportant 1	2	3	4	Important 5		
1	Photo #1 has already been taken to indicate your camera number, please use row #2 as your first photo log entry.													
2														
3														
4														
5														
6														
7														
8														
9														

## Appendix III

### South Carolina Scenic Byway Program

## ***Appendix 3- South Carolina Scenic Byway Program***

**DRAFT – TO BE EFFECTIVE JUNE 27, 1997**

Document No. 2046

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

### **CHAPTER 63**

Statutory Authority: 1976 Code Sections 57-3-110 and 57-23-60

#### **Article 10. Scenic Byways**

##### **Synopsis:**

This regulation governs the designation of a road on the South Carolina Highway System as a Scenic Byway, including the requirements for protection of the scenic, cultural, historic, commercial and economic significance of the highway and the area, and the processes for removal of the scenic highway designation.

Instructions: New regulation added.

##### **Text:**

##### **63-900. Purpose.**

The regulations promulgated herein have been formulated pursuant to Code section 57-3-110 and 57-23-60, which are intended to designate scenic byways, including the requirements for protection of the scenic, cultural, historic, natural, recreational, commercial and economic significance of the highway and the area, and the process for removal of the scenic highway designation.

##### **63-901. Definitions.**

- A. “Committee” means the South Carolina Scenic Highways Committee pursuant to Section 57-23-50
- B. “Community” means one or more towns within the length and breadth of the scenic corridor, thus, a community may be as small as one village or as large as a region.
- C. “Corridor” means the highway right-of-way and the adjacent area that is visible from an extending along the highway. The distance the corridor extends from the highway could vary with the various intrinsic qualities.
- D. “De-designation” means the removal of the scenic designation.
- E. “Department” means the South Carolina Department of Transportation.
- F. “Intrinsic Qualities” means those tangible and intangible resources found within a scenic corridor. “Intrinsic qualities” include:

- (1) Scenic: the composition of features that is regionally representative, associative or inspirational. These features are measured by their memorableness and distinctiveness of visual impression, their intactness and their unity.
  - (2) Historic: landscapes and structures that represent the legacy of the past.
  - (3) Cultural: activities or objects that represent unique and distinctive expressions of community life, customs or traditional ways and identify a place, region or culture.
  - (4) Recreational: passive and active leisure activities usually associated with outdoor recreation that we seek to refresh and renew our spirits.
  - (5) Natural: pleasing visual experience of natural areas and/or ecologically- sensitive landscapes representing natural occurrences including landforms, water, vegetation and wildlife characteristics.
  - (6) Archeological: sites, artifacts or structures representing past human life and activities.
- G. “Outdoor Advertising Sign” means any sign or structure or combination of sign structures and message in the form of an outdoor sign, display, device, figure, painting, drawing, message, plaque, poster, billboard, advertising structure, advertisement, logo, symbol or other form which is designed, intended or used to advertise or inform, any part of the message or informative contents of which is visible from the main-traveled way. The term does not include on-premise signs or official traffic control signs, official markers, nor specific information panels erected, cause to be erected or approved by the Department.
- H. “Public Road” means all those roads, streets and highways within the State Highway system.
- I. “Scenic Byway Corridor Management Plan” means a document composed of maps and written material articulating a community’s vision for a scenic corridor and outlining a process of specific strategies and actions to manage the route over time. The plan is a manifestation of the value a community places upon a particular resource. Created by members of the community, it represents a commitment to the corridor through strategies to conserve and enhance its intrinsic qualities.
- J. “Segmentation” means to omit from scenic status any portion of a route which is heavily commercial and/or industrial and deemed by the Committee to be inconsistent with the criteria set forth in this Section.
- K. “South Carolina Local byways” means routed designated by the Committee which are characterized as such based on their scenic quality. They are not promoted for tourism development, shall not be bound by a mileage criteria.
- L. “South Carolina Scenic Byways” means routes designated by the General Assembly which are intended to be promoted for tourism development, and as such they must be capable of handling increased numbers of visitors of the type sought by the corridor communities.

- A. The Scenic Highways Committee will separately rate all requests for scenic designation using a pre-established weighted criteria based on the required intrinsic qualities. The Committee will adopt a rating form consistent with these criteria. The completed rating forms will become a public document following the Committee's evaluation process. A route being considered for designation as a scenic byway will be rated on weighted criteria to include but not limited to:
- (1) Positive Features
    - (a) Scenic
    - (b) Historic
    - (c) Cultural
    - (d) Recreational
    - (e) Natural
  - (2) Negative Features
    - (a) Junkyards/ Litter
    - (b) Unattractive Housing
    - (c) Excessive Advertising
    - (d) Heavy traffic uses
    - (e) Mining/ Lumbering scars
    - (f) Heavy industry
    - (g) Parallel Utilities along roadway
    - (h) Landfills/ other pollutants visible from route
  - (3) Other Amenities and Support
    - (a) Hospitality features
    - (b) Length of route
    - (c) General support for proposed route
    - (d) Financial commitment
    - (e) Role in regional/ statewide strategy
    - (f) Corridor Management plan
    - (g) Protective easements or zoning overlays
- B. Routes considered for scenic byway designation may qualify in one of two categories of scenic routes which will be determined by the Committee's evaluation:
- (1) "South Carolina Scenic Byway" to be recommended by the Committee and approved by the General Assembly
  - (2) "Local Byway" will not require an Act by the General Assembly for designation and at some future time may be eligible for "South Carolina Scenic Byway" status.

63-903. Scenic Route Segmentation

- A. The Committee will determine if a route requires segmentation. In making this determination, the committee will consider the volume of commercial and/or industrial activity; restrictions imposed by local zoning or ordinances; and provisions in the route's corridor management plan which would require standards to protect and enhance the route's intrinsic qualities.

- B. If a commercial and/or industrial area is deemed inconsistent with the criteria set forth in this Section, the area will be segmented from scenic designation and will not be required to comply with the standards herein.
- C. Upon request by the Community or Department, the Committee will reconsider the segmentation of a route, if significant changes have been made to protect and enhance the route's intrinsic qualities.

#### 63-904. Application Process

- A. Application for the designation of a South Carolina Scenic Byway must be made with the Director of the Department. Application and committee rating forms may be obtained by writing the Director at SCDOT, Post Office Box 191, Columbia, South Carolina 29202. This application along with the Department's inventory and analysis will be forwarded to the committee for review and recommendation based on the criteria established in 63-902. Recommendations for Scenic Byway designation will be forwarded to the General Assembly.
- B. Application may be made by a civic club, chamber of commerce, convention and visitor bureau, business, industry, municipal government or county government.
- C. The applicant, if other than a local government, should have a letter of support from the local government in which the highway is located.
- D. The application should include:
  - (1) The department's Scenic Byway Application Title Sheet. This title sheet is provided by the Department and serves as the cover page for the application.
  - (2) A detailed description of the section of highway to be designated including one or more of the intrinsic qualities as defined in Section 63-901.
  - (3) A marked map clearly indicating the section of highway the applicant is proposing for designation.
  - (4) Photographic slides of areas which the applicant considers to be of intrinsic value or significance (slides must be in a protective 8 1/2" x 11" 3 hole punch plastic slide sheet)
  - (5) Letters of support from citizens, businesses, civic groups and other organizations.
  - (6) A Corridor Management Plan.
- E. The Department, in cooperation with other state and local governments, will perform an inventory and analysis of the proposed byway to include:
  - (1) A physical inventory of the highway.
  - (2) The natural and man-made features of the corridor.
  - (3) An assessment of future development which may impact the corridor
  - (4) An evaluation of the application using the designation criteria enumerated in Section 63-902.
- F. The Department will submit its inventory and analysis on the proposed byway to the Committee.

- G. At least three (3) members of the Committee will tour the proposed byway and complete the rating for outlined in Section 63-902.
- H. The Committee will review the rating forms, the application and the report submitted by the Department.
- I. A public hearing may be scheduled pursuant to Section 57-23-70. The public hearing will be held in close proximity to the highway. The applicant for the proposed byway will be notified of the public hearing and given an opportunity to comment.
- J. The Committee will submit a recommendation designating a road as a "South Carolina Scenic Byway" to the Speaker of the House of Representatives and the President of the Senate. The recommendation will be based on the information gathered, including but not limited to the application, the Department's report and the public comments.
- K. The Committee will notify the applicant of the committee's decisions.

63-906. Existing Scenic Highways

- A. Any existing Scenic Highway as designated in Chapter 23 of title 57 is declared a "South Carolina Scenic Byway".
- B. The following actions should be taken regarding existing scenic highways.
  - a. The Committee must include existing scenic highways in the scenic inventory kept by the Department.
  - b. The Committee should contact the local government authority regarding the development of a Scenic Byway Corridor Management Plan.

63-907. Removal of "Scenic" Designation

- A. The Department shall every two years review all designated scenic routes to determine if each route is in compliance with the criteria established in 63-902.
- B. If significant changes have occurred that negatively impact the intrinsic qualities of a route, the Department shall recommend to the Committee that the designation be reviewed.
- C. The Committee will notify the responsible local government and request that action be taken to protect the scenic route.
- D. If deemed by the Committee, that intrinsic qualities have been irreparably damaged, a recommendation will be made for de-designation to the General Assembly.
- E. No existing Scenic Highway, as designated in Chapter 23 of Title 57 shall be de-designated until June 30, 1999.

63-908. Prohibition of Outdoor Advertising

No outdoor advertising sign will be allowed to be erected along any route designated as a "Scenic Byway" or "Local Byway." Communities must show in their corridor management plan how this prohibition will be enforced prior to designation.



Fiscal Impact Statement:

No additional state funding is requested. The state highway fund will absorb the cost of the “scenic byway” signs once a route is designated.

## Appendix VI

### National Register Properties on Edisto Island

### ***Appendix 4 – Edisto Island National Register Properties***

<b>Property</b>	<b>Physical Address</b>	<b>Location</b>	<b>Listing Date</b>
<b>Bailey's Store</b>	On Store Creek at jct. of SC 174 and Point of Pines Rd.	Edisto Island	11/28/1986
<b>Bleak Hall Plantation Outbuildings</b>	4 mi. SE of Edisto Island off SC 174	Edisto Island	3/7/1973
<b>Brick House Ruin</b>	S of Edisto Island	Edisto Island	4/15/1970
<b>Brooklands Plantation</b>	Off Laurel Hill Rd. on Scanawah Island	Edisto Island	5/5/1987
<b>Cassina Point</b>	Cassina Point Rd.	Edisto Island	11/28/1986
<b>Crawford's Plantation House</b>	8202 Oyster Factory Rd.	Edisto Island	6/8/1993
<b>Edisto Island Baptist Church</b>	N of Edisto Island, on SC 174	Edisto Island	4/1/1982
<b>Edisto Island Presbyterian Church</b>	1.9 mi. N of Edisto Island on SC 174	Edisto Island	6/24/1971
<b>Frogmore</b>	S of Pine Landing Rd. near intersection of SC 174 and Laurel Hill Rd.	Edisto Island	5/5/1987
<b>Grimball, Paul, House Ruins</b>	Address Restricted	Edisto Island	11/28/1986
<b>Hutchinson House</b>	N side of Point of Pines Rd.	Edisto Island	5/5/1987
<b>Middleton's Plantation</b>	3.5 mi. N of Edisto Island off SC 174	Edisto Island	5/6/1971
<b>Oak Island</b>	1 mi. off Oak Island Rd. on Westbank Creek	Edisto Island	11/28/1986
<b>Old House Plantation</b>	NE of Edisto Island via SC 174	Edisto Island	5/14/1971
<b>Old House Plantation and Commissary (Boundary Increase)</b>	.5 mi. E of jct. of SC 174 and Oak Island Rd., then right on dirt rd.	Edisto Island	5/5/1987
<b>Peter's Point Plantation</b>	SW of Edisto Island off SC 174 on CR 764	Edisto Island	6/19/1973
<b>Point of Pines Plantation Slave Cabin</b>	Point of Pines Rd.	Edisto Island	11/28/1986
<b>Presbyterian Manse</b>	NW of Edisto Island off SC 174	Edisto Island	5/14/1971
<b>Prospect Hill</b>	Off Laurel Hill Rd.	Edisto Island	11/28/1986
<b>Seabrook, William, House</b>	N of Edisto Island off SC 174	Edisto Island	5/6/1971
<b>Seaside Plantation House</b>	Off SC 174	Edisto Island	1/21/1982

<b>Seaside School</b>	1097 SC 174	Edisto Island	6/17/1994
<b>Spanish Mount Point</b>	Address Restricted	Edisto Island	8/30/1974
<b>Sunnyside</b>	Off N side of Peter's Point Rd.	Edisto Island	11/28/1986
<b>Sunnyside Plantation Foreman's House (Boundary Increase)</b>	N of jct. of Peters Point and Creekwood Rd.	Edisto Island	2/4/1994
<b>Townsend's, Hephzibah Jenkins, Tabby Oven Ruins</b>	Address Restricted	Edisto Island	5/5/1987
<b>Trinity Episcopal Church</b>	About 1.2 mi. N of Edisto Island on SC 174	Edisto Island	5/14/1971
<b>Wescott Road</b>	W of SC 174	Edisto Island	11/28/1986
<b>Windsor Plantation</b>	E of SC 174 near Little Edisto	Edisto Island	7/23/1974

